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7.30 "	" "	
8.00 "	8.20 "	" 10 "
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BIDDING AT BRIDGE.

A COMPENDIUM.

[BY SIR WILLIAM WILKINSON.]

SECOND PLAYER'S DECLARATION.

SECOND PLAYER.

20.—If Dealer has passed, treat your hand as if you were Dealer.

See Dalton, chap. iv: "any declaration which would have been a good one for the Dealer to make, is now equally good, or rather a better one, for the second player." So Bascule, p. 41. Hingley, p. 38, "if the dealer passes, second player must do all in his power to show a suit by a sound original call." Bergholt, p. 77, "it is as much the duty of the second hand to enlighten the fourth hand, on the first opportunity, as it was the dealer's duty to enlighten the third hand." Irwin, p. 44, "if the dealer passes, second player must never make a weak bid." p. 40, "second hand with a poor (though possible) no-trump, would be wise to pass." p. 35, "it is allowable, but not advisable, to bid light no-trumps in second, third, or fourth hand."

Dalton, p. 33, would call a suit on less strength than as dealer, "simply with the object of telling my partner what to lead." Foster, p. 119, denies this, "there is no slight excuse for suit declaration which would not be equally sound if made by the dealer," but he adds on p. 238, "he may go No-trumps on only average hand." (See Emmet, p. 27). Anthony, p. 39, says that Second Player "is in a position to call a light No-trump, or to make a bid in any suit of which he has the necessary materials; he has an opportunity not to be missed."

Bergholt, p. 78, disagrees with those who would advise Second hand to be more venturesome than the dealer in going No-trumps. So Work, p. 18, who adds, "should a player allow it to become known that, as Second hand after a pass, he bids rashly, he at once invites cunning Dealers to set traps for him."

21.—When Dealer has called, Second Player's declaration is a "forced call," which should be carefully distinguished from an original ("free" or "voluntary") call.

See Dalton, p. 39, and Anthony, p. 43: "a player should never credit a forced bid of two tricks by his partner with greater strength than would justify an initial declaration of one trick." So Foster, p. 210. Butler, p. 6, "learn early to distinguish between Free and Forced declarations." Bergholt, p. 81, "in this position (second player) you are not limited by any of the rules about high cards; your declaration is 'forced,' the rules previously formulated apply only to one that is 'free'."

Work, p. 68, "it may be the last opportunity of Second Hand to bid. It is a 'forced' bid, differing from the 'free' initial bid, and does not indicate the presence of any certain cards."

22.—Unless some understanding to the contrary has been previously reached between the players, the Second Player should treat these INFERENCES from Dealer's call:—
(1) A call of one in a minor suit means that Dealer holds at least two sure tricks in that suit; and should mean that he also holds one sure trick in an outside suit. It says nothing about the length of the suit called.
(2) A call of one in a major suit means (a) that Dealer holds not less than four (b) that if there are only four in the suit, those four are either all honours or comprise three out of the four top honours. In either case Dealer should hold one sure outside trick (c) that if there are five in the suit, Dealer has either two sure tricks in this suit, or has one sure trick in the suit and one sure outside trick (d) that if there are more than five, that Dealer holds at least one sure trick in the suit and one sure outside trick.

(3) A call of two (in a major suit) means that Dealer has a suit of not less than six, headed by at least two sure tricks; but has no outside trick.
(4) A call of three means a similar hand of seven or eight, with or without outside support.
(5) A call of four means that Dealer holds at least nine sure tricks: of five, that he holds at least ten.

(6) A call of one No-trump means that Dealer has either three suits guarded and a Queen above the average; or that he has a solid suit of six or more in a minor suit and an outside Ace; or that he holds three guarded Aces with, possibly, nothing else.
(7) A call of two No-trumps means that Dealer has all four suits guarded, probably by the four aces; or that he can count in taking in his own hand at least seven tricks.

23.—If the dealer has bid one of a suit, overall with one of any suit, in which you can make five tricks, or with two of any suit in which you can make six tricks (Bergholt, p. 81).

He adds "never overall with a contract that you can't make." Irwin, p. 142, 196, agrees further: "unless your bid would put you game, be content to yield it to the adversary, unless his bid would put him game; p. 195, "never make a risky bid, unless to go game, or to save game." (But see below).

Dalton, p. 39, "Second player should make a suit call on less strength than he would as dealer." Irwin, p. 144, is more cautious: "not all good hands should be used for taking the make away from the adversaries; often they should be used for defeating purposes." This lying in wait is condemned by Bascule (p. 44) who says that "Second Player should make the highest declaration his hand permits at once." Irwin elsewhere (p. 45) says "Second hand should make any possible bid in order to prevent dealer from getting a one-bid contract." So, in effect, Foster, p. 240; but (p. 195) "remember that a 'forcing bid' doesn't always force; you may be left with it on your hands."

Anthony, p. 42, "second player may make a two-trick bid on much the same cards as would have entitled him to a one-trick call in a major suit had he been dealer." Hingley, p. 24, "a fairly strong hand without good cards in the suit declared (by Dealer) does not justify a 'push' though it may justify an attacking call." Work, p. 69, "over an adverse bid of one, to bid one of a higher-valued suit shows four tricks, plus possibilities; to bid two of a lower-valued suit shows five tricks, plus possibilities."

When Dealer calls out in a minor suit, Second Player should, Foster advises (p. 243) "seize the opportunity to show any suit he would like to have led—since Third Player will almost certainly make a better declaration than Dealer."

Foster, p. 239, explains (and endorses) the convention.
Minor-suit bid over a major-suit call: Do you overcall the Dealer's major suit bid with two in a minor suit, unless you can assist the other major suit, or are willing to have your partner go No-trumps if he can stop the Dealer's suits.

24.—Pass a bid that suits your own hand.
So Dalton, pp. 40, 61; Pachabo, p. 94; Manning, p. 76; and Irwin, pp. 144, 200. Bergholt, p. 55, "if there is one maxim of declaring more important than another, it is never to overbid when the call suits your hand." (See s. 53).

25.—Do not double Dealer's call if you can suit (See s. 42).
Anthony, p. 39, "you may safely double a minor one call; you merely mean that you can take care of that suit," but you should not double a major. Butler, p. 28, "if the second player doubles the original one Club or one Diamond, it is an invitation to his partner to go No Trumps."
It is better for second player to double Dealer's one Club, and so inform his partner that he holds the Clubs than to make a call of one Diamond. Gillies (p. 112) believes it is over, with an original "one" call in a major suit, "a thoroughly sound thing to do." Of course your partner must never leave the double of a "one" contract in.

But what Foster calls "the modern double" is much more subtle than that. He says, p. 205, "doubling a suit bid is a conventional way of asking the partner if he can stop the suit declared. If he can, he may safely bid No-trumps. If he cannot, he must bid his own best suit, no matter what it is. Under no circumstances should he leave the double in."

Anthony would double because he can hold the suit; Foster, because he can not, though he can hold the other three.

26.—Don't go No-trumps over a suit call unless you can stop the suit twice.

Dalton, p. 30, is content with "one certain trick, at least, in the declared suit—the calling of No-trumps being 'more of a forcing bid and an informative one." Irwin, p. 63, "the first person to bid No-trump against an adversary's suit-bid must, of course, hold a stopper in that suit." p. 35, "you cannot bid No-trumps unless you stop the adversary's suit; this is the one rule that cannot be broken." Bergholt, p. 81, "the holding 'by second player, should be considerably better than an average hand, and the dealer's suit should be securely stopped."

Hingley, p. 35, maintains that this call can be made without a guard in the suit. Pachabo, endorses this (p. 43) saying "it would tend to simplify bidding." (Both Hingley and Pachabo warn Fourth Player not to advance the No-trump call unless he has the Ace or King, Queen, of Dealer's suit).

Pachabo now says (2. Pach. p. 13): "It would be considered rash for the next player to call No-trumps unless he holds a guard—preferably a double guard—in the suit called." Manning (2. M. p. 39) illustrates the danger of calling No-trumps over a suit call with only a single guard, even when you hold all four Aces.

Bascule (pp. 40-45) discusses the question, and concludes that, except in the rubber game, he would not advise Second Player to so call "unless his partner is aware of the fact that he sometimes does so." Bergholt, (p. 81), had said that the condition "is so suit should be securely stopped" "is so universally recognised that it may be even taken to rank as a convention." To which Anthony, retorts (p. 41) "this convention is not worth the paper it is written on; but a light No-trumper would be suicidal."

Work, p. 73, "the adverse suit should be safely stopped, and, if it be stopped, but once, the hand should have at least four other quick tricks." When the adverse suit is not stopped, a No-trump should not be bid—a double is the proper declaration. When stopped but once, and Second Hand has a suit declaration, it is generally better to bid it, especially if it be a Major.

27.—Do not call "two No-trumps" over Dealer's one No-trump.

So Dalton, p. 38. Anthony, p. 39, thinks second "had far better lie low."

Irwin, p. 150, approves the call "if you are very strong, or if the adverse bidder could take rubber on his bid." p. 196, "if you have a No-trump hand and cannot force him (Dealer) to two" (See s. 59) "by bid in a side-suit, it is better to take the bid yourself at 'two No-trumps' than to double his one."

Hingley, p. 37, "this is very often called, from a really good hand that does not contain a suit sufficiently long to call; the hand should contain at least two Aces." p. 43, "the call is generally 'two No-trumps' obviously." Owen, p. 23, "calling two over one is far safer than a double; do not be afraid." Manning, p. 75, "there is no better call." Bascule (p. 20), approves.

Work, p. 124, "a player with less than eight tricks should not bid two No-trumps over one No-trump; the trouble is different." (See s. 70). Bluet, p. 90, "the second hand cannot make an honest bid of two No-trumps over one No-trump unless his strength is at least Ace, King above the average."

Pachabo, p. 46, "if you have all four suits guarded it will generally be found profitable to call 2 No-trumps over your right-hand adversary's One No-trump, especially when you have a couple of tenace suits." Emmet, p. 30, "pass where dealer has no partial score; call two no-trumps where there is a partial score, whether in his or your favor." Manning, p. 84, "a good bid by second hand over 'One no trump' called by the dealer is, when his cards justify it, 'Two no trumps,' but he should have an established suit, or one that is quickly established."

(To be continued.)

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THE FOOLERY OF SINGAPORE. WHY THE PUBLIC MUST STOP THAT WASTE OF PUBLIC MONEY.

[BY ADMIRAL MARK KERR, C.B., R.N., D.S.O.]

Memory in matters of war is very short in this country. It is proposed to expend nine and a half millions on making a base for big ships at Singapore. Let us think for a moment what our battleships did outside the North Sea during the late war.

At the commencement, before the enemy had discovered the power of the submarine as an attacker and a minelayer, battleships patrolled in the Channel and the Mediterranean, while troops were being transported across those waters to the seat of war. After the submarine had destroyed two or three ships, this patrolling ceased, and the battle fleets went into their harbours.

Taranto held the Italian and the British battle fleets safe from enemy attack for the remainder of the war. Malta and Toulon made secure the French Fleet. Pola was a safe refuge for the Austrians, and as far as the war was concerned, and the influence that they exerted on it, all these battleships might just as well be reposing at the bottom of the sea.

This strategy was a perfectly correct one, and only in one way could it have been improved on. They should have copied the German plan after the Battle of Jutland had been fought, and landed their guns and their men to serve ashore.

A FAR-FLUNG BASE.
 Supposing Singapore is made a base for capital ships. Are we going to keep a fleet of them stationed in the Far East? If not, are we going to send out battleships escorted by flotillas taken from their proper duty of hunting submarines for the whole period of the voyage out, and the war?

It will be a long, perilous journey round the Cape of Good Hope, and no peace until they get to Singapore, for every harbour on the way out is open to attack, and every mile of the journey may contain a submarine or aircraft. If, on the way, they pass within 200 miles of the battleship of the future, that is to say, an aircraft carrier, they will be attacked from a distance far outside the range of their guns or the circle of their vision. The remnant of the fleet that arrive uninjured at Singapore will get inside the closed harbour, like the battleships throughout the late war, and not put their noses outside again for fear of being sunk, and also because there is nothing for them to do if they do go out.

They cannot approach an enemy's coast for fear of the flotillas of the air and the sea, and the peril of mines. They are too big and expensive, and consume too much fuel to be of any use in hunting enemy's transport or supply ships, and as they always have an escort to protect them from submarines they are a positive hindrance to the work, which could much better be done by their escorts, without the nuisance of having an extra ship to look after.

The battleship then degenerates into a floating barracks for 800 officers and men, who would be much better employed in vessels suitable for the work of keeping open the sea communications.

A navy never has, and never can, win a war. It lives for communications. The army never has won a war without the navy, for an army lives on its communications.

NEW DAYS AND WAYS.
 But weapons have changed. The present type of battleship dare not blockade, nor even cruise about the ocean, for fear of the night and day pests that have come into being. This is the most important point, and is crucial to the whole argument. The defenders of the policy of building these obsolete forms of capital ship have been asked to give their reasons for this wasteful expenditure, but they have never produced a single argument that will hold water.

In strategy it is only advantageous for one side to fight a general engagement. The side that wishes to do so will be the one who is getting beaten in the war for communications.

Will that side send its battle fleet across an ocean, knowing that the other side will not allow its battle fleet to leave the harbour, and that on arriving within two or three hundred miles of the enemy's coast, they will be attacked night and day by all the pests which they ordinarily wish to avoid like the devil, and against which they have practically no defence?

What then, is the use of the present type of battle fleet? It cannot hunt commerce, or protect it. If it goes forth when the enemy do not wish for a general engagement, it will run into a hornet's nest, and get severely handled without any prospect of doing good.

It cannot blockade the enemy's fleet for fear of flotilla and mines, and if they meet with the battleship of the future, the enemy's projectiles, the 21-inch torpedoes, will be hurled at them from a distance of 200 miles, with a smoke screen to protect the aeroplane in the final attack, while their own guns cannot reach the attacking ship, nor can they see the aeroplanes which discharge the torpedoes from behind the smoke screen, at a range of about 1,000 yards.

These experiments have been carried out most successfully by a foreign nation. We have dabbled in them also with success, but we stop at the early experimental stage.

Our battle fleet at Scapa was of great use in the last war, because of the geographical position which places Great Britain between Germany and the ocean ways. The Grand Fleet "in being" prevented the High Sea Fleet from forcing exits and entrances for their battle cruisers to take charge of the high sea routes, and by sweeping away our light cruisers allow their own vessels to command the lines of communication.

MILLIONS LOCKED UP.
 It was an expensive method, because it locked up millions of money, and thousands of men and guns, and also for its protection it took nearly one hundred destroyers and many other small craft away from their proper business of hunting the enemy's submarines, and clearing the waters for our own convoys and communication.

In our preparation for the last war our authorities had not taken into account the new powers of the air and underwater which were coming into being. We now know that mines, submarines and the air can more effectively blockade countries, inside the North Sea and English Channel than any amount of mammoth ships with mammoth guns.

The battleship of the future will be an aircraft-carrying ship, with a secondary armament of guns for defence against flotilla attack. The ports of call along the lines of sea communications will be protected by flotillas of the sea and air, which will make each of them into a sanctuary, with a circle of safety of about 300 miles radius into which no enemy can penetrate with safety for fear of mines and flotillas.

In and out of these sanctuaries the friendly craft will be passed by their own aircraft, who will know which exits and entrances are safe from attack and observation. Outside in the broad ocean the communication vessels will trust to evasion, which will almost invariably be resorted to in certain places where the sea is narrow, or the enemy are being successful.

Singapore will be very valuable as one of these sanctuaries. The docking accommodation required will be for flotilla and vessels of a convoy, and possibly for an aircraft carrier. Floating docks are the most suitable because they can be moved from one place to another, and also because they are less vulnerable than a graving dock to attacks from the air, as not only can their position be altered, but they can also be sunk for the time in the depths of the sea.

The Committee of Imperial Defence is supposed to be studying these problems, but so far one has not heard of anyone being in it, or questioned by it, who takes the point of view that the air and submarines have altered the methods of warfare. Unless some notice is taken of the new school of thought, and some of its protagonists are called in to give their opinions and be cross-examined, the Committee of Imperial Defence will be employed on the old and fruitless job of floundering the dead horse.

A COLOGNE INCIDENT.

An incident which occurred in the Cologne area within the last few days surely gives the members of the Cabinet food for thought and makes them think a little more about what is meant by "the Command of the Air." It is to be hoped that they will reflect throughout their deliberations that London can be broken up and the factories round it destroyed by attack from the air, before a single sailor or soldier has had a sight of the enemy.

When they think of this matter it should occur to them that nine and a half millions expended on a big ship base at Singapore will be useful in keeping Chinese labour in employment, but, as far as the British Empire is concerned, it would be better spent on putting us safer in the air, and reducing the number of the unemployed in this country.—Evening Standard.

MACAO NOTES.

[BY AN OCCASIONAL CORRESPONDENT.]

THE CABLE INTERRUPTION.

Owing to dredging operations the telegraphic cable between Hongkong and Macao was broken.

HORSE RACING.

For the first time in the history of Macao a race meeting for ponies is to be organized in Macao. The area to be used will be the site of the poultry fields recently filled in, not far from "Flora." Owners of ponies in Hongkong and Shanghai will be invited to send their ponies to help to make the affair a success. It is intended to hold the meeting some time in the Autumn.

A NEW GARAGE.

I am told that through the enterprise of the Hongkong Hotel, a new garage is being established in Macao by Messrs. Luk, Leitao & Co., and a number of Studebaker motor-cars have already been shipped to Macao.

A MODESTY.

Mr. Manuel Salvador, whose store was closed by the Authorities petitioned H.E. the Governor to be allowed to re-open it. His Excellency according to Mr. Salvador's request has permitted the re-opening of the store.

RECLAMATIONS.

Work has been proceeding for nearly six months on the new reclamations in the Inner Harbour near the wharf of the Hongkong, Canton and Macao Steamboat Co. Progress has been very slow. The operations are causing considerable obstruction and residents in this district are complaining of the unpleasant odours in addition to the blocking of the roadways.

BOXER LESSON FORGOTTEN.

MR. DAVID FRASER'S VIEW OF WHAT IS NEEDED.

In his "Diary of the affairs of China" in the "British Chamber of Commerce Journal," Mr. David Fraser (the Times Correspondent at Peking) writes:—

"As a consequence of all that has gone before we have the Lincheng outrage, a deliberate attempt by brigands to use a batch of foreigners captured at random to put pressure on their own Government. The bandits threaten to kill the foreigners if they do not get what they want. Bandits have learned that the kidnapped foreigner is a trump card in dealing with their own authorities, and they now have a handful of trumps. And it is perfectly plain that the Lincheng outrage will be repeated *ad infinitum* throughout China if some striking step is not taken by the foreigner himself to prove what there is behind him. Foreign Powers showed their teeth during the Boxer Rebellion, and all China for years afterwards remembered it. But new generations are growing up who have forgotten the lesson. It is necessary again for the foreigner to assert himself, or assuredly his position in this land will speedily become impossible.

There is no need for any drastic measures, for at present there is no evidence of any widespread anti-foreign feeling. The situation merely is that law is in abeyance, robbery rampant and the Government unable to provide the protection for foreigners that it would gladly concede if it could. In these circumstances it becomes necessary for the foreign Powers to convince the Chinese and others who misuse this land that if they cannot maintain respect for foreign treaties, life and property within their borders they will have the foreigner repeat his incursion of 1900. There is only one way to convince the Chinese of their duty, and of the risk they run if they fail to perform it, and that is by immediately re-inforcing the foreign troops now in China. Another battalion from each Power now represented by armed forces will be sufficient for the present. It is the moral effect that is wanted, proof that there is substantial force behind should the occasion warrant.

There is, apart from Lincheng, a real crisis in the affairs of China, resulting from the prevalent anarchy, the insolvency of the Government and the partial suspension of commerce and enterprise.

The situation has long been loudly calling for foreign attention, and it would be well if the Powers now took advantage of the present opportunity seriously to inquire into the situation with a view to prescribing remedies. If they do not choose to move, they will assuredly have trouble of a far-reaching kind on their hands in the near future. For the moment, however, the essential necessity is the creation of a moral effect by the reinforcement of the Tientsin garrison.

Other measures calculated to safeguard the railways and outlying foreign communities require discussion, while an examination into general affairs will take much time in the doing.

WHOSE MONEY?

OWNERSHIP OF £20 DISPUTED.

A part-heard case occupied the attention of his Honour the Puisne Judge (Mr. Justice Gompertz) at the Summary Court yesterday afternoon, in which a seaman named Chan Chai is suing the Tung Shing Kwok Firm of No. 105, Des Vœux Road, West (described as boarding-house keepers, and stated by Mr. A. E. Hall, their solicitor, to have also acted as letter carriers into the interior of China), for the recovery of £20, being the money paid to the defendants as agents for the plaintiff for the purpose of paying sums to the plaintiff's wife in or about the month of December, 1920, or January, 1921, which the defendants neglected to do.

Mr. W. B. Hind appeared for the plaintiff and Mr. A. E. Hall for the defendants.

When the case was first mentioned in Court some time ago Mr. Hind explained that the case would not take long, and yesterday Mr. Hall told His Lordship that he hoped to finish the case within an hour. Yesterday's hearing exceeded the hour, and in the end it was decided to put the case back until Friday, 6th July, His Lordship describing the case as interminable.

Mr. Hind's submission was that the money was not paid over to the plaintiff's wife at all, whilst Mr. Hall's case was that the defendants had met their obligations by paying the money over to a person who produced a letter which gave him authority to receive it. The secretary of the Guild (The Tung Shing Kwok), he said, received the money from London and he was asked by letter to inform the plaintiff's relatives in the country that he had received the remittance. He "wrote to the country" stating that they had received the money from Chan Chai and advising them upon receipt of the letter to come to Hongkong and collect it. On receipt of that letter the plaintiff's wife together with her sister-in-law came down to Hongkong armed with the letter and called for the money. On production of the letter the Secretary handed over the money and they had a memorandum showing that the money was paid in two instalments of \$40 on the 13th February, and \$39.00 on the 17th February.

Mr. Hall said the money was paid to a member of the family and he would prove that a person named Cheung Si had received the money and the plaintiff's wife had received part of it.

The Manager of the Tung Shing Kwok Firm gave evidence to the effect that the money was paid to a man named Wong Yuk Ping (who was later described as the husband of the plaintiff's wife's sister).

In reply to Mr. Hind, the witness said he did not know that the man Wong Yuk Ping had a claim against the family and that he used the money to settle the claim.

The widow of a man named Cheung Cheek, who was described as a sister-in-law of the plaintiff, was next called. She said that, acting on the instructions of the plaintiff's wife, she came to Hongkong and handed the letter to Wong Yuk Ping (her elder brother) and he obtained the money for her. She gave part to the plaintiff's wife and the rest of it was spent by her on religious ceremonies on behalf of her dead husband who had died in London.

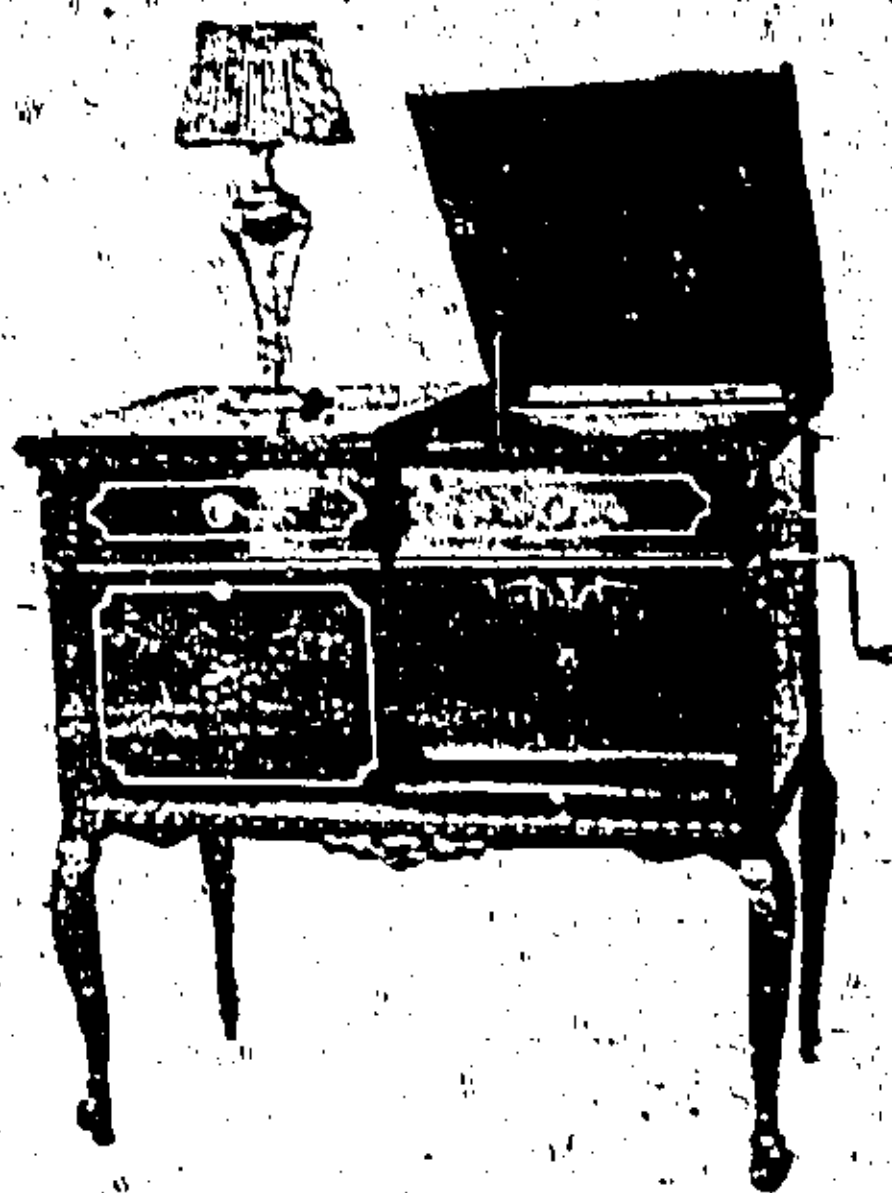
Cross-examined by Mr. Hind the witness denied the suggestion that she had quarrelled with the plaintiff's family over the money. She also denied that the plaintiff's wife had told her that the money had been sent from London by her husband for her own use.

His Lordship pointed out that it only appeared to be a question of authority as to whom the money should be paid. After further evidence had been called, His Lordship adjourned the case to enable Mr. Hind to recall the plaintiff's wife from the country to give further evidence on the matter.

IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor trip and Cycling. The dust from sections of the local roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Luxol, Plena, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, the most competent manufacturing optical establishment in South China, located in 33, Queen's Road Central, (opposite to the Singer Sewing Machine Company).—Adv. [108]

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[735]



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AHEAD OF THE MAIL

(CABLES FROM INDIAN PAPERS.)

TRAGIC INCIDENT AT BOCHUM.

LONDON, June 1st.
The Times Cologne correspondent states that a German eye-witness is given as the authority for the details of a terrible incident at Bochum to-day. Six French armoured cars, preceded by a car occupied by a high Staff Officer, followed by two military lorries, are said to have been passing through the streets, when one of the lorry drivers lost control of his heavy vehicle. The vehicle leaped the pavement and the screams of a number of girls emerging from a store at the lorry's interval.
The front wheel of the lorry passed over the breast of a girl of 14 crushing her to death, and a number were injured, "one dangerously."

It is alleged that the French took no notice of the dead and wounded girls. The officer having satisfied himself that the lorry was not damaged, ordered the column to proceed and the crowd broke into a chorus of threats and protests.

FOURTH OF JUNE AT ETON.

LONDON, June 5th.
Cold, threatening weather detracted from the usual brilliancy of the Fourth of June celebrations at Eton, but there was an unusually large gathering of past and present scholars, with women folk. The company included the Prime Minister, an old Harrovian, who accompanied the House Secretary, Mr. Bridgman, whose son is Captain of the Eleven.

THE LATE SIR COWANS' DECORATIONS.

LONDON, June 5th.
Newspapers are giving prominence to interviews with Lady Cowans, widow of the late Sir John Cowans, with regard to the reasons compelling her to come to the decision just announced to dispose of her husband's Orders and decorations. She states that the whole affair was very painful and horrible to her, but there was nothing else for it. Had the Government recognized properly the great work her husband did during the War and the way he saved the country it would not have been necessary. No body did more to win the War than Sir John Cowans. If the Allied victory could be attributed to any one individual, it should be to Sir John Cowans, rather than to Mr. Lloyd George. The efficient working for Sir John Cowans' department was of vital importance. It was the pivot on which the whole situation turned.

Sir John Cowans was absolutely scrupulous in his transactions, so he died a poor man. He did not receive any recompense of his services at the end of the War as did the other Generals and he left her unprovided for. "All she had was a pension of £225 yearly as the widow of a General." A happy sequel to Lady Cowans' parting with her husband's Orders has been reported. An anonymous buyer purchased them for some hundreds of pounds at a Piccadilly shop where they were offered for sale and restored them to her. Lady Cowans explains the medals were sold by her husband's executors to meet creditors' claims.

SINGAPORE NAVAL BASE.

LONDON, June 6th.
"The Government dare not incur the risk of delaying entering upon the establishment of a naval base at Singapore, without which it is powerless in the Far East," declared Lord Salisbury in replying to a question in the House of Lords whether, in view of the country's finances, expenditure on the Air Force should not have precedence. He added that the condition of the Air Force was being investigated, but they had Imperial obligations which could not be denied or ignored. There was no reason to suppose that aircraft would supersede battleships. Unless they had a naval base at Singapore the action of the Navy in the Far East would be absolutely paralysed. The question of naval strategy must be treated as a whole or the structure of the strategy on which the country depended would be injured. It was impossible to defend Australia, New Zealand, and other colonies and dependencies in that region from the air because the area which could be controlled by air was strictly limited. However friendly might be their neighbours in the Far East at present it would be unacceptable for the Government, as trustees of the Empire's security, to draw the inference that they would continue in perpetuity to be on friendly terms with everybody. It was not proposed to spend much during the first year or two. In the next financial year they did not expect to spend more than £100,000. Slightly more would be spent in the following year.

EMPIRE ECONOMIC CONFERENCE.

LONDON, June 8th.
A conference called by Sir Philip Lloyd Graeme and attended by Sir Eric Geddes, Mr. Arthur Balfour, Sir Ernest Glover and Mr. John Beaumont Peace, was held to consider arrangements for the Imperial Economic Conference. Sir Philip invited the delegates to form themselves into an Advisory Committee to help him in framing the agenda and continue in that capacity throughout the Conference. He emphasised his desire to secure the full co-operation of the business community for making the Conference a success. The invitation was accepted. The Committee starts immediately.

It is hoped in three weeks to frame the agenda, a draft of which has already been sent to the Dominions. When the replies are received the Advisory Committee, in consultation with the interests they represent, will draw up the final programme.

The subjects, it is expected, will include Imperial Preference, means of communication, Empire settlement, development of Empire resources, and the improvement of commercial intelligence.

It is expected the Conference will last through October, but will not be further extended as General Smuts is anxious to return at the end of that month. It is understood that the President of the Board of Trade will preside, having the help of the Minister concerned on the subjects discussed. It is hoped that it will be unnecessary to re-assemble Parliament till the conclusion of the Imperial Conference.

FAST AIR TRAVEL.

LONDON, June 5th.
An aeroplane arrived at Croydon from Manchester in 1 hour 47 minutes with seven passengers. After lunch it continued its flight to Paris where it arrived in 3 hours 34 minutes actual flying time from Manchester. One passenger caught a French aeroplane to Strasbourg where he was due at six in the evening, about seven hours actual flying from Manchester, compared with 23 hours 25 minutes by train and boat.

OPEN COMPETITION FOR ARMY.

LONDON, June 5th.
Replying to a question in the House of Commons, Colonel Walter Guinness said that he understood that Lord Haldane's Committee who were enquiring into the system of entering officers for the Army were expected to submit their report during the summer. There was at present no intention of abolishing the system of open competition.

THE INDIAN POLICE.

LONDON, June 5th.
In the House of Commons, to-day, replying to questions, the Under Secretary of State for India said that no difficulty had hitherto been experienced in meeting the requirements of the Government of India in qualified police officers. The selection board had recently recommended for appointment eleven ex-Service candidates with excellent military and police records from among some 600 applicants.

PROTECTION OF ANIMALS.

LONDON, June 7th.
Increased punishment for persons convicted of cruelty to animals is the main feature of the Protection of Animals Bill recently introduced in the House of Commons, the text of which has now been issued. The Bill empowers a court with summary jurisdiction to sentence anyone ill treating any domestic or captive animal with imprisonment not exceeding six months, with or without hard labour, or a fine not exceeding £100 or both, and extends the power of the court to order the destruction of an animal. The Bill also provides a fine of £50 for selling or attempting to sell for work any horse, ass or mule, which is permanently unfit for work and also makes it an offence of cruelty to sell or attempt to sell, except for destruction, any domestic or captive animal which is in such a condition that it is cruel to keep it alive. The Bill in nowise affects the question of vivisection.

THE KENYA QUESTION.

LONDON, June 8th.
Mr. Percy Green, a delegate representing the white wage-earners of Kenya, has written to Mr. Arthur Henderson requesting an opportunity to place before the Parliamentary Labour Party the attitude of the white workers in Kenya towards the Indian immigrants. Interviewed, he said European wage-earners emphatically protested against the granting of political equality to Indians and heartily approved of the attitude of the South African Labour Party in supporting General Smuts' policy of voluntary repatriation of Indians from South Africa.

TOO RAPID INDIANISATION.

LONDON, June 8th.
The Morning Post publishes a one-column and a half letter from Sir Michael O'Dwyer, replying to Sir Tej Bahadur Sapru, who has challenged the former in connexion with some of his observations. Sir Michael acknowledges that much is due to the co-operation of distinguished Indians in the Civil Service and the Judiciary, but submits that the standard set up by British officials will be lowered if the latter are eliminated. He points to the signs of deterioration in this and other directions which he attributes to the too rapid Indianisation of the Executive Government. Sir Michael O'Dwyer declares that he never opposed the spirit and principle of the reforms, though he was strongly against Diarchy for which no one now has a good word.

THE BUDGET DEBATE.

LONDON, June 11th.
In the House of Commons to-day, Sir William Joynson-Hicks, replying before the vote, drew attention to the results which had so far been attained from the 1919 measures. 90 per cent. of imported tea was now produced in the Empire. Cocoa imports from the Empire had risen from 50 to 90 per cent. of the total consumption, coffee from 20 to 25 per cent. and sugar from 7 to 22 and raisins from 2 to 17. He denied that preference as it was in operation at present taxed foodstuffs and he declared, "If we can develop the Empire without increasing the cost to the consumer by assisting Australian wine production and encouraging the cultivation of tobacco in Nyassaland, India and Rhodesia, it is our bounden duty to do so."

Mr. Johnston (Labour) moved an amendment to abolish the tea duty.
Sir W. Joynson-Hicks declined to agree to the abandonment of a tax which yielded eleven million annually.

A clause insisting on the continuance of the tea duty, was adopted by 239 votes to 100.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS.

JUNE 27th, 1923.

Canton Insurances.....	\$ 550 b.
Hongkong Fire Insurances...	\$ 445 b.
"Star" Ferries.....	\$ 424 b.
Langkats (Combined).....	Tls. 190 b.
Shanghai Docks.....	Tls. 95 b.
Hongkew Wharves.....	Tls. 200 b.
Hongkong Lands.....	\$ 353 a.
Hongkong Hotels.....	\$ 274 b.
Humphreys Estates.....	\$ 214 b.
Ewo Cotton Mills.....	Tls. 13 a.
Shanghai Cottons.....	Tls. 91 b.
Oriental.....	Tls. 5.00 b.
Cements.....	\$ 31 a.
Hongkong Electric.....	\$ 314 b.

b—buyers; a—sellers; c—sales.

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Episodes, 6 & 7.

USUAL PRICES.

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IMPORTANT NOTICE.

The DRAW for One Day of the Month of
June in connection with the Cash Sale
Tickets for Free Goods will take place at
the Hongkong Cigar Store on SATURDAY,
30th JUNE, at 1 P.M.

Mr. B. WYLIE, General Manager, of South
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MURDER CHARGE.

CRIME ALLEGED TO BE RESULT OF PETTY QUARREL.

In a charge of murder brought against a Chinese named Mok Tak at the Magistrate's Court yesterday afternoon, it was alleged by the Crown that the original motive was a quarrel over a child kicking a football into the shop of the defendant.

Mok was charged with the murder of a ruffian named Lai Foon, of McGregor Street, Wanchai, on the night of June 15th.

Mr. T. M. Hazlerigg, Assistant Crown Solicitor, prosecuted and Mr. R. E. A. Webster appeared on behalf of the defendant.

Mr. Hazlerigg told his Worship (Mr. J. B. Wood) that on the night of the 15th, at about eight o'clock, the deceased's wife and his two brothers were sitting outside of No. 15, MacGregor Road when they saw the deceased coming along the street from the direction of Queen's Road. He had reached No. 9—the premises occupied by the accused—when two men came out from that house and attacked him. They threw him to the ground and stabbed him three times, once in the chest, once in the abdomen, and once in the right thigh. The Crown alleged that one of these two men was the accused. The alarm was raised, and the two men, in company with a number of others who had come from the defendant's house, took to their heels and escaped in Queen's Road. Meanwhile the wounded man was taken to the Government Civil Hospital. The next morning the defendant returned to his own premises, and the police, having received information, arrested him. The same day he appeared at the Magistrate's Court charged with assault and causing grievous bodily harm to the deceased. The accused denied that he had anything to do with the affair at all. On the 17th the deceased's state was reported to be very serious, and Mr. Lindsell (the Second Magistrate) went to the Hospital and took his dying deposition. He stated that he recognised Mok as the man who struck him, and added that there had been a quarrel at the time of the Chinese New Year over a small boy kicking a football into defendant's shop. Defendant admitted there had been a quarrel.

Evidence was then called and the case was adjourned.

CARELESS BLASTING.

ROCKS ON THE POLICE CLUB BOWLING GREEN.

A sequel to the blasting accident in which rocks were hurled into the Police Recreation Club grounds, injuring a little boy, was heard at the Magistrate's Court yesterday morning. Sang Lee, the contractor for removal of Morrison Hill, or, alternatively Yeung Leung, who was in charge of this particular operation, was summoned for failing to take proper precautions whilst blasting.

Mr. R. E. A. Webster defended both men, but he intimated to his Worship (Mr. C. D. Melbourne), that he did so on the understanding that only one man was punished.

Inspector Aris stated that the accident took place on Sunday, the 17th inst. The Police Club was about seventy to eighty yards from where the blasting took place. A game of bowls was in progress at the time. All of a sudden, a shower of rocks fell on to the green. One rock landed a foot away from the little son of Mr. Moss, Fire Station Master, and rebounded, striking the child in the forehead.

Mr. Charles Moss, father of the boy, said he was among the players. He saw the rock come over, and heard a cry from his son. On looking round he saw that blood was streaming from his temple. He took the boy to the pavilion, dressed the wound, and had him sent to the Government Civil Hospital.

Expert evidence was given by Mr. Anderson, of the Public Works Department. He stated that the operations took place 200 yards away from the spot where the boy was hit. When a charge was laid it was possible to arrest the upward flight of rock, but it could not be prevented absolutely. A sufficient weight should be placed over the top of the charge, diminishing the upward force, and preventing rock being propelled sideways. From his own house at Leighton Hill he had watched the operation with a pair of glasses. He did not see shields being placed over the actual charge, but he saw them placed on the side of the hill a few feet below.

His Worship fined Sang Lee \$100.

THE TROOPING PROGRAMME.

CHANGE OF REGIMENTS FOR HONGKONG AND NORTH CHINA.

EAST SURREY REGIMENT FOR HONGKONG.

Provisional arrangements have already been made by the War Office for the forthcoming troping season, which commences in November. They include changes of Regiments at Hongkong and North China. The new Regiment for Hongkong is the 1st Battalion, East Surrey Regiment, at present serving in the Sudan. The new Regiment for North China will be the 1st Battalion of the Loyal North Lancs, at present stationed at Constantinople. The 2nd and 3rd King's (Liverpool) Regiment, now in Hongkong, is under orders for India, whilst the 2/55th Cocks Rifles, now in North China, will also proceed to India.

According to the provisional arrangements, the East Surreys will embark at Port Sudan for Hongkong on the Bibby liner *Despatch* on the 8th November, arriving in Hongkong on November 20th. The vessel is scheduled to leave Hongkong on December 8th with the King's Regiment for India and with drafts for Home. The Loyal North Lancs will embark at Malta for North China on the s.s. *Hecla*, arriving at Shanghai on November 19th. She will leave for India with the Cocks Rifles on board on November 23rd. She will also have drafts on board for Home.

The new Regiment for Hongkong has had a long and victorious career and served during the Great War with distinction. As far back as 1704 the Regiment gained battle honours at Gibraltar. The Regiment also gained battle honours at Dettingen, Martinique (1794), Talavera, Vittoria, Pyrenees, Albuhera, Nivelle, Nivir, Orthes, Peninsula, Cabool (1842), Moodkee, Ferozshah, Aliwal, Soborn, Sevastopol, Taku Forts, New Zealand, Afghanistan (1878-79), Suakin (1885), Relief of Ladysmith, South Africa (1899-1902). They are known as the 31st Foot Regiment.

According to the Army List, the Commanding Officer of the East Surreys is Lieut. Colonel Cecil Charles Gough Ashton, O.B.E. He will be 53 years of age a month after his arrival in Hongkong. Lieut. Colonel Ashton was first commissioned as a 2nd-Lieutenant in 1892. Two years later he was promoted to 1st-Lieutenant and in 1901 he was gazetted as a Captain, obtaining his majority on 3rd May, 1911. From the 19th August, 1914, to the 10th April of the following year he was in command of the 7th Battalion East Surrey Regiment. He served continuously with the East Surrey Battalions during the Great War. From September, 1908, to August, 1911, he was engaged on Staff work on the West African Frontier.

The other officers of the Battalion are: Major E. St. G. Anson, O.B.E., Major P. B. Stafford, O.B.E., Major W. Appleby, Capt. R. C. Campbell, Capt. R. S. S. Paton, Capt. J. F. Drake, Capt. F. A. Bowring, Capt. E. H. J. Nicolls, D.S.O., M.C., Capt. W. S. Caulfield, M.C., Capt. G. E. Swinton, M.C., Capt. W. G. Kent, Capt. C. E. Lugard, Lieut. E. J. Cooper, W. G. Kennedy, M.C., C. D. Armstrong, M.C., P. H. Drake, Brockham, D. J. Alfrey, C. J. Yeo, A. L. Satten, M.C., C. A. Clark, D.S.O., M.C., J. P. Brown, M.C., J. R. A. Cockayne, R. A. Chidson, V. W. Richards, and Lieut. E. A. S. Cope and L. W. Pendred. The adjutant of the Battalion is Capt. A. E. Cottam, M.C., and the Quartermaster is Capt. G. W. H. Rowe.

The badge of the East Surrey Regiment is the united red and white roses.

THE LOYAL NORTH LANCs REGIMENT.

The Loyal North Lancs Regiment, the 1st Battalion of which goes to North China, also has an interesting record. Regiment was formed at Luisburg and the following are its battle honours:—Luisburg, Quebec (1759), Maida, Corunna, Tarifa, Vittoria, St. Sebastian, Nive, Peninsula, Ava, Alma, Inkermann, Sevastopol, Alimajid, Afghanistan (1878-79), defence of Kimberley, South Africa (1899-1902). The Regiment also served in various campaigns during the Great War. The badge of the Regiment is the famous red rose of Lancashire.

Lieut. Colonel E. R. Fitzpatrick, C.B.E., D.S.O., who commands the Battalion, served with distinction during the Great War, and in 1915, at the early age of 37, was promoted to the temporary rank of Brigadier-General. He was engaged on staff work for a considerable period of the War, his first staff appointment being Assistant Provost Marshal. This appointment he held to the 15th April of the

(Continued at foot of next column.)

THE EXTRA GYMKHANA.

THE ENTRIES.

The entries for the extra Gymkhana on Saturday, July 7th, and the weights in the handicap events are appended. It will be noticed that many new names appear, these being ponies recently obtained from Shanghai. This new blood should add much to the interest of the meeting. The entries are:—

"A" CLASS HANDICAP (3 Mile Race).—Strathfarrar (108 lbs.), Roman Pride (136), Daidem Dahlia (160), Australard (136), Australboy (132), Silvio (131), Sky-light (132), Bluebottle (late Warbler) (132), Huntington (132), Roman Woodcock (140), Arlington (140), Starland (143), The Gambler (late Slander) (140), Hope Dahlia (144).

"B" CLASS HANDICAP (3 Mile Race).—Rivergrass (101 lbs.), Pickpocket (131), Satisfaction Dahlia (130), Wombat (130), Roman Sparrow (150), Lottery (151), Roman Law (153), Dandy Kid (151), Bull Finch (150), Ding Dong (148), West River (148).

2ND RACE (1 Mile for Gymkhana Subs 1929).—Country Mouse (late Stonycroft), Finroy, Malvern, Silvio, Mopoke, Yellow Hammer (late The Shybird), Sharpshooter, Chestnut, Chessman.

3RD RACE (Novices Race, once round).—Rivergrass Dapper Dan (late Yanish), Satisfaction Dahlia, Ding Dong, Arlington, Wombat.

4TH RACE (From 2 Mile Post, Once Round and In).—Yellow River, Strathfarrar, Daidem Dahlia, Australard, Australboy, Roman Pride, Roman Woodcock, Roman Sparrow (late St. Lawrence), Gambler (late Slander), Satisfaction Dahlia, Imbros, Starland, Bluebottle (late Waterlily), West River, Hope Dahlia.

5TH RACE (Saddling Race).—C. C. Boyd, W. T. Stanton, G. W. Sewell, J. Bartholomew, O. Young, Dr. A. R. Esler, Dr. J. G. Lyon Brown, G. A. Harriman, Capt. E. G. Spinks.

6TH RACE (1 Mile Gymkhana Subs 1929).—Country Mouse (late Stonycroft), Finroy, Malvern, Sky-light, Imbros, Silvio, Mopoke, Yellow Hammer (late Shybird), Sharpshooter, Huntington, Chestnut, Chessman.

8TH RACE (One and 1/2 Mile Handicap).—Yellow River (133 lbs.), Rivergrass (133), Strathfarrar (160), Manifesto (145), Dapper Dan (late Yanish) (130), Daidem Dahlia (161), Australard (138), Australboy (156), Roman Pride (162), Roman Woodcock (162), Roman Sparrow (late Lawrence) (150), The Gambler (late Slander) (140), Satisfaction Dahlia (150), Ding Dong (140), Imbros (153), Starland (150), Wombat (150), Bluebottle (late Waterlily) (153), Huntington (145), Sharpshooter (153), West River (143), Hope Dahlia (145).

AMERICANS GRATITUDE.

ASSAULTS INDIAN WHO PULLED HIM OUT OF HARBOUR.

Having, in a state of inebriation, fallen into the not over clean waters of the Harbour of Causeway Bay, Daniel MacDonald, an American subject, showed gratitude to his deliverer, an Indian watchman, by knocking the man about with his fists. A trifle resentful the Indian telephoned the police who sent down a Chinese detective to arrest the man.

MacDonald was charged at the Magistrate's Court yesterday morning with being drunk and disorderly, and with assaulting the Indian. It was stated that he belonged to Stanton's Midway Show, and carried off "the great diving feature."

He pleaded guilty to both charges and expressed regret.

For being drunk and disorderly he was fined \$5, and for the assault \$10.

following year. His new staff appointment was that of Prov. Marshal and A.A.G., which appointment he held until July, 1918, when he was further promoted to the staff appointment Deputy Adjutant General. Lieut. Col. Fitzpatrick was first gazetted to the Loyal North Lancs Regiment in 1899. Two years later he obtained the rank of 1st Lieutenant. On February 6th, 1915, he was given the rank of Temporary Major and on the 29th December the same year he was further promoted to Temporary Lieutenant-Colonel.

The other officers of the Battalion are: Major C. W. W. Sanders, O.B.E., Capt. E. J. W. Spread, O.B.E., M.C., E. F. Cunningham, A. R. Bare, D.S.O., M.C., G. G. R. Williams, E. G. Riviere, M.B.E., M.C., W. Parker, J. Lindsell, M.C., N. Douglas-Stephenson, M.C., W. Miller, Lieut. G. H. Piment, M.C., R. B. Rathbone, M. Elrington, M.C., B. G. Ware, W. H. Kingsberry, M.B.E., J. C. Sandie, R. M. Gidlow-Jackson, A. E. Bulling, A. V. Denton, G. W. Gibson, E. C. Howse, H. A. C. Hodgson, 2nd-Lieut. H. O. Robinson, H. K. Watkins, S. J. G. Gornall, G. L. Dolman. The Adjutant of the Battalion is Capt. E. G. Riviere, M.B.E., M.C., and the Quartermaster Capt. J. W. Atherley.

CORRESPONDENCE.

GOLF RULES.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—In the article by "Dreamer" on "Golf and Golfers" in your issue of to-day it is stated that on the putting green any loose impediment may be removed, either by lifting it or by brushing it aside with the weight of the club.

This is not so. Only dung, worm-casts, snow, and ice may be scraped aside with the weight of the club. In removing any kind of loose impediment other than the four mentioned the player must lift it.—Yours faithfully,

"WIDE-AWAKE."

Hongkong, June 27th, 1933.

THE OPIUM SMOKER AND HIS DROSS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—Please kindly insert in your valuable paper the following:—

It is unlawful to possess a quantity of opium dross of more than two taels. As the Government will not purchase back any opium dross on and after the 1st July, we are doubtful as how to dispose of it when we have an amount in excess of that. To throw it in the harbour! No, no, smoker will make this sacrifice.

ISLAND SMOKER.

Hongkong, June 27th, 1933.

Regarding the above letter, a representative of the *Daily Press* called upon Mr. J. D. Lloyd, the Superintendent of the Import and Export Department, yesterday afternoon, and presented our correspondent's case to him. Mr. Lloyd said he had decided not to buy any more opium dross from the end of the present month as he considered it was a waste of money. In the past the Import and Export Department had been buying up opium dross from the various restaurants at a cost of \$500 to \$600 per month. They had discovered that the opium dross bought by them had already been smoked to ashes—and was only fit for throwing into the harbour, and so, naturally, it had been decided to save the money thus expended. Mr. Lloyd suggested that in the past quite a number of Chinese had made money by their sale of useless opium dross to the Import and Export Department, and he suggested that perhaps the writer of the letter had shared in these profits.

As to the writer's query as to what he should do with any opium dross over and above two taels in his possession at the end of the month, Mr. Lloyd pointed out that the law concerning this has been in force "for goodness knows how long—it was included in the 1914 Ordinance." He then quoted from the Opium Ordinance the section governing the point. It reads as follows: "No person shall have in his possession more than two taels of opium dross." Mr. Lloyd added that if the opium dross was of no use to the Import and Export Department, it certainly would be no good to the smoker, and, therefore, the obvious thing to do with it would be, as the writer suggested, "throw it into the Harbour."

OBITUARY.

MR. A. G. WISE.

Many old residents of the Colony will regret to learn of the death of Mr. A. G. Wise, who for many years was Puisne Judge of the Colony. He retired in 1907 on a pension of \$1,900 a year—at an exchange probably of something like 3s. 6d. to the £.

Mr. Wise was born in Colombo in 1854 and he had nearly reached the 69th year of his age at the time of his death. He was educated at Repton and Trinity College, Cambridge and was called to the bar at Lincoln's Inn in 1878. He came to Hongkong as Police Magistrate in 1884. A few years later he was acting as Registrar of the Supreme Court, and was appointed Puisne Judge in 1889. He later acted on several occasions as Chief Justice.

Mr. Wise had an extensive knowledge of Oriental character, which, added to a legal acumen of no mean order, enabled him to quickly reach decisions which were invariably sound. Seldom indeed were any of his judgments upset. When the announcement was made that Mr. Justice Wise had decided to retire on pension, the *Daily Press* published the following tribute to his service: "Possessed of a wonderfully keen insight into character, he seemed to be able to read a man at a glance, and as he grasped points quickly and clearly, he dealt with cases with remarkable despatch. His pronouncements were distinguished for their lucidity of expression, and that his conclusions were well formed is amply demonstrated by the fact that his judgments were rarely reversed. Moreover, he brightened many a tedious hearing by his wit, and among the members of the Bar he was esteemed for his fair and impartial treatment. In every essential he worthily upheld the best traditions of the Bench. Socially, Mr. Wise was a general favourite, and he was a fine type of the English gentleman. Many old residents retain the most kindly recollections of him and will regret to learn of his death."

HIGH CLASS

CIGARETTES & TOBACCOS

Abdulla Cigarettes	No. 11 per tin	\$2.80
"	" 5	2.50
"	" 14	2.20
"	" 16	1.65
"	" 75	1.35
" Straight Cut		1.45
Boguslavsky, Virginian	No. 2	1.40
Piccadilly		1.25
State Express Cigarettes		1.20
" Manhums		1.40

TOBACCOS

Abdulla, Straight Cut	per 4 lb. tin	\$1.80
Dunhills "My Mixture"		2.50
" Standard		1.95
John Cottons, Medium		1.75
Ardath Medium Mixture		1.50
State Express Tradition		1.90
Hankays Mixture		2.20
Sil Philips		2.20
Craven		1.75

LANE, CRAWFORD, LTD.

THE CATERING DEPARTMENT

CAFÉ WISEMAN

is replete with every requisite for carrying out orders for

MOTORING & WALKING PICNICS
WEDDING RECEPTIONS, GARDEN PARTIES
PRIVATE DINNERS, DANCE SUPPERS
LAUNCH and YACHTING PICNICS.

Estimates and Menus can be had on application for any of the above no matter how large or how small the number to be catered for. All viands provided are of the finest quality supplied by the DAIRY FARM and prepared in the most recherche style by experienced Cooks under expert European supervision.

LANE, CRAWFORD, LTD.

NEW MUSIC - -

BLACK IRIS GUSTAV LIND
FIRESIDE DREAMS
OLD WORLD CITY
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FOUR CHARACTERISTIC WALTZES. COL. TAYLOR
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FOR THE RAINY SEASON

CHILDREN'S
LIGHT WEIGHT

RAINCOATS AND CAPES

A GOOD RANGE OF SIZES.

NEW ADVERTISEMENTS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 2nd JULY, 1923.
Hongkong, 27th June, 1923. [1002]

THE HONGKONG JOCKEY CLUB.

AN EXTRA GYMKHANA MEETING will be held (Weather Permitting) at HAPPY VALLEY, on SATURDAY, JULY 7th, commencing 2.30 P.M.
The Charge for Admission to the Public Enclosure will be \$1.
Soldiers and Sailors in Uniform—Half Price.
Members are advised that they must show their Badges for admission to the Members Enclosure.
Each Member has the right of introducing 2 non-members to the Members Enclosure. Tickets for whom can be obtained from Messrs. LINDSEY & DAVIS at \$5 each up to FRIDAY, JULY 6th.
The Stewards invite the Ladies of Hongkong to be present. [1003]

REMINDER.

THE HONGKONG HOTEL CO., LTD.
REDEMPTION OF DEBENTURES.

THE Respective Holders of the 1,857 DEBENTURES, being the Balance of an Issue of 1,850 Debentures of \$500 each carrying Interest at the Rate of 6% per annum, issued by the above-named Company on the 1st day of January, 1920, are REMINDED that, pursuant to the Notice dated the 30th day of December, 1922, duly advertised, the above-named Company will, in pursuance of the power reserved to it by Clause 2 of the Conditions endorsed on the Debentures of the above series, redeem the whole of the 1,857 (One Thousand Two Hundred and Fifty-seven) Debentures without exception (such Debentures being Bearer Debentures) on the 30th day of JUNE, 1923, at which date all principal and interest then due will be paid to the persons, Companies or Corporations respectively presenting and surrendering the Debentures in question with the Coupons representing interest due to the 30th day of JUNE, 1923, and a subsequent interest, the company's bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, Victoria, Hongkong.

For THE HONGKONG HOTEL CO., LTD.
WALTER J. HAWKES, Secretary.
Hongkong, 28th June, 1923. [1004]

G. R. NOTICE.

OWNERS of Motor Vehicles, Trucks, Trolleys, Carts, Vans, and DRIVERS of Motor Vehicles are hereby NOTIFIED that Licences for same are due for Renewal on JULY 1st, 1923.
P. J. WOODHOUSE,
Captain Superintendent of Police.
Hongkong, 23rd June, 1923. [901]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of Six Dollars per Share for the Six Months ending 30th JUNE, 1923, will be payable on TUESDAY, JULY 24th, on which date Dividend Warrants may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 9th, to MONDAY, the 23rd JULY (both days inclusive), during which period no Transfer of Shares can be registered.
By Order of the Board of Directors,
L. S. GREENHILL,
Acting Secretary.
Hongkong, 25th June, 1923. [980]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 8773 for 200 Shares numbered 77151 to 77500, 47201 to 47250, 110052 to 110076, 121958 to 122027, 81611 to 81715; Certificate No. 8774 for 200 Shares numbered 50951 to 50990, 37101 to 37150; Certificate No. 8775 for 50 Shares numbered 59951 to 60000 all registered in the Name of Mr. LAM CHOR YIN have been LOST or DESTROYED; and should these Certificates not be produced to the Company before the 7th day of JULY, 1923, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as Null and Void.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 7th June, 1923. [922]

PEAK TRAMWAYS CO., LTD.

NOTICE
ON and After 1st JULY, 1923, Season Tickets will only be issued as from 1st and 15th of any month. No extensions of time will be granted under any conditions whatsoever. Prices of Season Tickets available for 3 months will be as follows:—
From Terminus to Terminus—Men \$30, Ladies \$24, Children \$12.
To or from May Road and Upper or Lower Terminus—Men \$20, Ladies \$14, Children \$7.
Season Tickets between Bowen Road and Lower Terminus will be discontinued.
Funch Tickets will cease to be issued and in lieu thereof Coupon Books containing 20 Coupons (one Coupon to be tendered for each journey up or down) will be obtainable at the following rates:—
One Book of 20 First Class Coupons, Full distance, \$5.00.
One Book of 20 First Class Coupons, May Road, \$3.50.
One Book of 20 Third Class Coupons \$1.50 (Available only for Chinese and other Asiatics).
JOHN D. HUMPHREYS & SON,
General Managers.
Monday, 25th June, 1923. [922]

CHILDREN HATE THE ABOVE.

One Book of 20 Third Class Coupons \$1.50 (Available only for Chinese and other Asiatics).
JOHN D. HUMPHREYS & SON,
General Managers.
Monday, 25th June, 1923. [922]

INTIMATIONS

CHEF DE CUISINE.

ON demande pour de suite pour hotel a Shanghai un bon cuisinier, preferable Suisse, serieux, energique et capable. Adresser offres avec copies de certificats, photo et pretensions de salaire sous pli ferme G.H.K., au bureau du journal, Hongkong Daily Press.

HOTEL TO LET.

THE KOWLOON HOTEL.
HANKOW ROAD, KOWLOON.
(ONE MINUTE'S WALK FROM THE STAR FERRY.)

NEW and Unfurnished Up-to-date First Class European Residential and Tourist HOTEL of Six Stories high with Extensive Roof Garden and Basement suitable for Garage.
More than 90 Large and Airy Rooms and each Story is furnished with 9 Sanitary Baths and 7 Water Closets.
One Large and Long Hall as Dining Room which can hold about 150 Persons; One Smoking and Sitting Room; 2 Billiard Rooms; One Private and One Public Bar in the First Story.
A fashionable Electric Elevator; one Boiler; all Electric Lights, Fans, Bells and Fittings will be furnished.
The construction of this Hotel will be completed at the end of this month and same can be leased on 5 or 10 years to carry on business from the beginning of July, 1923.
For Rent and Particulars, Please apply to: TONG WA LAND INVESTMENT & AGENCY CO.,
43A, Queen's Road East.

Mr. LAI HIN MAN,
c/o ORIENTAL COMMERCIAL BANK LTD.
[943]

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 3rd day of JULY, 1923, at 3 P.M., at the Office of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR of one Lot of OBOWN LAND at Ho Mun Tin in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Area in Acres	Annual Rental	Upset Price
1	Obown Land at Ho Mun Tin	100 ft. by 100 ft.	1.00	\$2,400	\$3,200

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on MONDAY, the 16th JULY, 1923, commencing at 3.00 P.M., at their Sales Room, DUNDRELL STREET.

ONE SET OF MINT MACHINERY.

This lot comprises a complete set of Mint Machinery, capable of producing 100,000 (one hundred thousand) pieces 20-cent (twenty cent) coins or 200,000 (two hundred thousand) pieces 10-cent (ten cent) coins per working day of 10 hours.
(Further particulars and inspection orders may be obtained from Messrs. Gilman & Co., Ltd., or the Undersigned.)
Terms: 25% of purchase money to be paid on fall of hammer. Balance to be paid within two weeks of day of sale.
LAMBERT BROTHERS,
Auctioneers.

PARTICULARS OF VALUABLE LEASEHOLD PROPERTY.

No. 13, WING HING STREET, VICTORIA, HONGKONG.
To be Sold by Order of the Mortgagee.

PUBLIC AUCTION.

ON ONE LOT ON TUESDAY, The 17th Day of JULY, 1923, at 3 o'clock P.M.

By Messrs. LAMBERT BROTHERS, At their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuages, erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 10th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situated in or upon the said premises at 1 at No. 1 Gordon Street.
Particulars and Conditions of sale may be obtained from Messrs. HASTINGS & HASTINGS, Solicitors,
8, Des Voeux Road Central, and Messrs. LAMBERT BROTHERS Auctioneers.

HONGKONG SMALL INVESTORS SHARE AND REAL ESTATE CO.

SHARE AND LAND BROKERS.
No. 3, Des Voeux Road, 2nd Floor.
Telephone No. C. 4306. [107]

INTIMATIONS

AGENCY.

Well-established Shanghai Piece-goods Firm desires to appoint in Hongkong, a SOLE AGENT, a Young and Enterprising House of unquestionable integrity, who can produce satisfactory Bankers References and who are not already tied to a Manchester or Bradford House.
The Far Eastern Manager of the Firm advertising will be in Hongkong from June 25th until July 10th, having with him Samples of Cottons and Woolens and Sandies which are already established lines in the North and are suited to the Southern markets. Replies should be addressed to Box No. 687, Daily Press Office. [1001]

S.S. "LIEUTENANT DE MISSIESSY."
SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.
NOTICE.

**CONSIGNEES of Cargo from ANTWERP, MIDDLESBROUGH, LONDON, etc., also Cargo ex S.S. "YANG-TSE" from HAVRE, COGNAC, etc., in connection with their Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.**

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 30th instant, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 4th July, 1923, or they will not be recognized.
All damaged packages will be examined on Saturday, the 30th inst., at 10 a.m., by Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
R. RODENFUSER, Acting Agent.
Hongkong, 24th June, 1923. [991]

NOTICE TO CONSIGNEES.

FROM NEW YORK, NORFOLK AND YOKOHAMA.

THE S.S. "ROMAN-PRINCE"

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong-Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.
All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on 30th June, 1923, at 10 A.M.
All claims must be presented within 15 days of the steamer's arrival here, after which date they cannot be recognized.
No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 1st July, 1923, will be subject to rent and landing charges.
Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by FURNESS (PAK EAST), LTD., 81, George's Building.
Hongkong, 25th June, 1923. [997]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND HINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "BHEKENOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 28th June.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 10th July, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th June, 1923. [990]

P. & O. S. N. CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Penang, Gulf, Continental American and South African Ports.

THE Steamship "SICILIA" Captain E. C. Miller, R.N., carrying His Majesty's Mail will be despatched from this Port on or about SATURDAY, 30th JUNE, 1923, at Noon, taking Passengers and Cargo for the above Ports and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.
Parcels will be received at this Office until Noon, the day before sailing. The contents and value of all packages are required.
For further particulars apply to: MACKANON, MACKENZIE & CO., Agents.
Hongkong, 26th June, 1923. [989]

INTIMATION

TOILET SOAP BARGAINS.

Yardley's Oatmeal Soap...	50 cts. per box
Coal Tar Soap...	50 "
Carbolic Soap...	50 "
Colgate's Floating Bath Soap...	20 " per Tab
Vinolia L. & L. Soap...	50 " per box
Carbolic Soap...	50 "
Coal Tar Soap...	50 "
Medical Soap...	\$1.20
Terebene Soap...	1.20
Cincolite Soap...	1.00
Colgate's Sulphur Soap...	60 cts.
Zenobia Assorted Soap...	5.00
Savon Pate Amandes...	25 cts. Tab. 2.75 per box 1 doz.
Rimmels Cologne Soap...	1.50 per box
J. & J's Baby Soap...	1.35
Gerard's Eucalyptus Soap...	10 cts. Tab. 1.00 per doz.
Piver's Soap assorted...	3.00 per box
Oatline Soap...	1.00
Antezema Soap...	1.00
R. & G's Heliotrope Soap...	5.00
Savon Fleur	
D'Amour & Ambre Rose...	6.00
Assorted Best...	3.75
Round...	2.25

A. S. WATSON & CO., LTD.

Hongkong Dispensary.

TELEPHONE CENTRAL 16.

Hongkong Office: 10A, Des Voeux Rd., C.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 28th, 1923.

THE RECOVERY OF RUSSIA.

The recovery of Russia is a matter of the greatest importance to Europe and the whole world, and it is gratifying to observe the evidence of recovery afforded by her trade returns. It is good proof of a gradual return to political sanity in Russia. Some very interesting notes on the improvement in the general economic situation in Russia, were contributed to a London paper recently by M. KRASSIN, the Soviet Envoy, who has been discussing Russian questions with Lord Curzon. Describing first the economic reconstruction of the village in Russia, he says: "The Russian peasant is no more a forgotten slave or serf, as he was under the Tsarist regime; he is to-day the citizen and lord of all the Russian realm." The war had a tremendous influence upon the psychology of the Russian peasant. Millions of them went to the front; millions of them were imprisoned abroad and they learnt to know the motor-car, tractors, tanks, electrical power in the trenches, as well as European methods of tilling the soil. Moreover, the Russian peasant who was still at work on the land used to sell or exchange his agricultural products in the towns at a very high price, receiving not only money, but furniture, clothes, shoes, articles of comfort, and even jewellery. All this has given the peasantry an unprecedented stimulus to the increase of agricultural production and to offer the maximum amount of produce on the foreign markets. Incidentally, though M. KRASSIN does not say so, it must have been fatal to the success of Lenin's communistic scheme for Russia. Parallel to the reconstruction of agriculture there is a revival of the light and handicraft industries, as directly connected with the working up

of the rural raw material, as well as with the city industries working for the inland market. At the same time the Soviet Government, Mr. KRASSIN says, is making heroic efforts to rebuild transport and heavy industry. Here the task is somewhat more difficult, as the destruction and exhaustion of big factories and works, as well as the expenses involved, are in this case far more considerable than in the middle and light industries. "Nevertheless," he writes, "the great majority of branches have succeeded in maintaining their basic equipment in a more or less satisfactory state. Notwithstanding all difficult conditions, and the havoc of the civil war, the railways are slowly but ceaselessly increasing their efficiency and the number of cars furnished every day for loading and unloading at a given place surpasses the maximum figures of the last five years. The textile and chemical industries are producing one-third of their pre-war figures. The position is somewhat worse in the coal-mining industry, where the equipment was exhausted before the revolution, especially the boilers; and where it was difficult to secure the power required. The oil industry at Baku is yielding already 50 per cent., and in Grozny even 80 per cent. of the pre-war figures. Poland and Roumania, who experienced neither blockade nor intervention, and who, on the contrary, have received, and are receiving, foreign help in the form of loans, can hardly boast of the better state of their oil industries. On the whole we see, therefore, a slow but progressive reconstruction of Russian economic life, the quickest and most successful development being visible in agriculture and the small handicraft industries."

Little by little, in keeping with the general internal recovery of the country, is proceeding the development of Russia's foreign trade. The first year after the blockade, in 1920, M. KRASSIN complains, Soviet Russia could not export any kind of goods, and was obliged to restrict its purchases to the most indispensable machines and materials, paying for the same in gold. The chief purchases were railway materials, locomotives, agricultural implements, machines and tools for the forest, and other producing industries. About ten million pounds sterling were spent in the buying of 800 locomotives, rails, and other railway requisites. It was only in 1921 that Soviet Russia made timid attempts to export her first cargoes of flax, timber, skins, hides, and furs. Exports, which in 1921 amounted to not more than 3 or 4 per cent. of imports, are quickly overtaking the latter and, in the last quarter of 1922, already constituted about 60 per cent. of the imports. For the first four months of 1923 the value of the exports has actually been larger than that of the imports. M. KRASSIN states that the total value of Russia's exports, from £2,000,000 in 1921, has grown up to £8,000,000 in 1922. The anticipated value of exports in 1923 will be not less than £30,000,000 to £40,000,000. Thus we are keeping up a rate of increase in this sphere of 400 per cent. per annum. All these figures, of course, represent but a small percentage of the pre-war export, but "it must not be forgotten," he says, "that Russia emerged from a state of war three years later than any other European country, and that during the European war she bore much heavier sacrifices, both economically and in loss of life. Within the next few years, however, Russia unquestionably will speedily restore her pre-war position on the world market as a source of supply of grain, agricultural products, and raw materials."

There is a conflict of opinion as to which countries are benefitting by this recovery of Russian trade. An Englishman with a very wide acquaintance with business conditions in Russia recently wrote: "Whatever arrangement may be made with the Soviet, whether the agreement is broadened, and free and untrammelled commerce permitted, Great Britain cannot expect to recover her trade, or indeed expect to trade to any great extent with Russia, while the German mark remains at a depreciated level. Russian trade and the German marks are inseparably associated, and this is daily operating against Great Britain. 'Deep speaks to deep,' so to speak—the low trouble to the low mark—and so Germany is capturing a large proportion of what trade there is." The figures of Anglo-Russian trade for the first three months of 1923, show imports to Great Britain of £809,000, compared with £543,000 for the corresponding period of 1922, and exports to Russia of £247,000 against £713,000 for the first three months of the preceding year. It would be unsafe to draw the conclusion from figures

for a single quarter that British trade is losing ground. Taking the total figures in "pounds" for 1922, Great Britain was well ahead of Germany. Here is a Berlin analysis of the "Gurus": Soviet Russia's amended trade statistics for 1922 shows imports of 165,791,000 pounds, against 56,110,000 pounds in 1921, and exports of 56,110,000 pounds, against 12,900,000 pounds. Of the imports, 39,170,000 pounds were relief goods, against 3,130,000 pounds in 1921. The largest imports were from Great Britain, with 41,080,000 pounds, the United States 23,130,000 pounds, Finland 14,290,000 pounds, and Germany 14,000,000 pounds. As buyers from Russia, Great Britain led with 22,410,000 pounds, Germany 8,330,000 pounds, Finland 5,580,000 pounds, and Latvia 5,420,000 pounds. But the Berlin writer adds that Germany's real share in both directions is greater than the figures show, as part of her trade with Russia is booked to the transit countries. Possibly the heavier depreciation of the mark this year has been helpful to Germany's trade with Russia, and an analysis of the statistics for 1923 when the time comes may show widely different ratios to those of 1922. But the thing of immediate interest is that trade is recovering in Russia and the influence of this is certainly to be widely felt in Europe no matter which country may get the lion's share of the trade.

Next Monday is, by local Ordinance, a Bank holiday.

To-day is the anniversary of the signing of the Peace Treaty at Versailles in 1919.

A concubine aged 22 years, of 3, Tai Wu Street, attempted to commit suicide by swallowing opium on Tuesday. She failed, and was taken to the Government Civil Hospital.

Capt. R. B. Cartwright, O.B.E., and Mrs. Cartwright passed through on the P. & O. Delta homeward bound. Capt. Cartwright, who was formerly in Hongkong, has recently been stationed in Tientsin.

A twelve-year old Chinese boy was knocked down by an unknown motor-cycle in Bridges Street on Tuesday. He received injuries to the head and was conveyed to hospital. The cycle rider was a European.

Mr. S. B. C. Ross, Postmaster-General, and Mrs. Ross left by the P. & O. Delta yesterday for London. Mr. Ross is going home for the purpose of a medical examination with a view to an operation if necessary. Mr. R. E. Lindell takes over the duties of Postmaster-General, and Mr. C. A. D. Melbourne takes Mr. Lindell's place as Second Magistrate.

The Canton Daily News in the course of a leading article says: "People are too apt to forget that war has been and still is raging on in the provinces." Had our contemporary not said so, we should never have believed that anybody in Canton was in danger of forgetting that there was a war on in the province, for as our contemporary remarks, a few sentences later on: "It is not uncommon to witness the commencing of all able-bodied men, supplies for the army, requisition of ships, etc. when the country is in the throes of war. Hardships must inevitably come in their train."

Word has reached the Far East of the death at Havre, near Exeter, in Devonshire of Capt. Henry Ellis Butt, well-known as a skipper of the Blue Funnel Line. Capt. Butt, was for thirty-two years with the Blue Funnel Line and retired in 1917. He was a younger member of the Brotherhood of Trinity, London, and for some considerable period after his retirement acted as nautical assessor in the Court of Appeal. He was also a Wreck Commissioner. Capt. Butt died from heart failure at the age of 72. He is survived by his wife, two daughters and four sons—one Capt. A. E. Butt—being in command of a Blue Funnel liner recently in the Far East.

DARING ROBBERY IN MELBOURNE.

THIEVES ESCAPE BY MOTOR.

A daring robbery was perpetrated just before ten o'clock on May 15th at the head office of the Victorian Railways, Melbourne. A man entered the office and, after throwing pepper into the eyes of the pay clerk, grabbed hold of a bag containing £2,700, which had just been drawn from the bank. He then decamped in a waiting motor-car, an armed companion covering his retreat. The car was subsequently abandoned in a damaged condition after an exciting chase through the city streets. Both men got clear away.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

BRITISH AIR FORCE.

ALL PARTIES AGREE THAT INCREASE IS NECESSARY.

LONDON, June 25th.

The fact that all Parties are beginning to awaken to the grave risks entailed in the present position as regards air defence, is exemplified by the comments made this morning on the announcement of an increase in the air force. Newspapers of every shade of political opinion approve of the principle of the scheme.

It is declared that the case for a large increase in the air force is unanswerable, and the Government has only done what was to be expected; nevertheless, fear is generally expressed that the Powers may embark on a new competition in armaments, and for this reason it is hoped that means for the limitation of air forces will be found in a pact among the Powers, similar to the Washington Naval Agreement.

It is admitted that France is at present setting the pace, but it is argued that she cannot disarm until the reparation question has been settled and her security assured. Great Britain should do her utmost to achieve this result.

That an increase in the air forces should make possible a decrease in the defensive forces, both by sea and land, and that a start might be made with Singapore, is urged in one quarter.

EARLIER CABLES.

BIG INCREASE TO BE MADE.

LONDON, June 25th.

In the House of Commons, Mr. Baldwin announced that the Government had decided, in addition to meeting the essential air power requirements of the navy and army and Indian and Overseas commitments, that the British air power must include a home defence air force of sufficient strength adequately to protect us against air attack by the strongest air force within striking distance of England.

In the first instance the home defence force will consist of 52 squadrons, to be created as soon as possible. Preliminary steps are being taken forthwith, and the result will be to add 34 squadrons to the authorised strength of the Air Force. Prior to further development the question will be re-examined in the light of the then existing air strength of the foreign Powers. The Government will gladly co-operate with the other Governments in limiting air armaments, similarly to the Washington treaty. Expenditure this year will not exceed half a million sterling and the average expenditure will not exceed 5½ million.

REASON FOR BIGGER FORCE.

LONDON, June 25th.

The Air Minister, Sir Samuel Hoare, presiding at a dinner in honour of the foreign delegates to the International Air Navigation Commission, emphasised that the Government's decision to increase the Air Force did not constitute a menace to any other country. It did not contemplate the likelihood of war or danger of attack, but was dictated solely by reasons of national defence.

LATEST CABLES.

SOVIET'S PRISONER

RELEASED.

TIKHON'S "ADMISSIONS" AND "RECAPITULATIONS."

Moscow, June 25th.

The Patriarch Tikhon has been released.

The Soviet Foreign Office states that it has received a communication from the Patriarch Tikhon, admitting that he actively opposed the Soviet Government, and recognising the justice of the Supreme Court's decision making him responsible for anti-Soviet activity. It is stated also that the Patriarch repents of all his misdeeds against the state regime, and begs that the Court will release him, on a promise that he will henceforth not oppose the Soviet and will finally separate himself from the Monarchist counter-revolution.

LATEST CABLES.

FINANCIAL CRISIS IN GERMANY.

DUE TO GERMAN GOVERNMENT'S ACTION.

LONDON, June 25th.

The German Government's prohibition of dealings in foreign exchange, except at the Berlin official rate, with the view to discouraging mark speculation, has utterly disorganised exchange markets.

Provincial bourses are strongly protesting, notably Cologne, at which centre an extensive exchange business is transacted, due to the presence of British and Belgian banks.

A crisis has arisen at Düsseldorf where it is virtually impossible to change money. Bankers are refusing to sell marks, and it is expected General Dégoutte will issue a decree closing the banks so refusing.

FURTHER FALL OF THE MARK PREDICTED.

The French are unable to buy marks, and are seizing them, as for example at Mayence, where they seized eight milliards, destined for railway men's wages. At Mulheim the soldiers have taken possession of a similar sum from the local branch of the Reichsbank. The Germans are still endeavouring to purchase foreign exchange, and experts fear the Mark will fall still further.

AFTER CURFEW.

THREE GERMANS SHOT IN RUER.

BERLIN, June 25th.

Three Germans were shot dead and three wounded at Ruer, while they were walking in the streets after curfew. When called upon they disregarded the order to halt.

SEDITIONARY CONSPIRACY. TRUE BILL RETURNED AGAINST IRISH DEPORTEES.

LONDON, June 25th.

The Grand Jury, at the Central Criminal Court, has returned a True Bill in the case of Art O'Brien and seven others, who were charged with seditious conspiracy.

EARLIER CABLES.

ORPHANAGE DISASTER.

CALCUTTA CHILDREN BURIED BY FALLING BUILDING.

CALCUTTA, June 25th.

At least thirty-six boys, aged 3 to 18, have been killed through the partial collapse of a Mohammedan boys' orphanage in the heart of Calcutta, containing 229 boys, seventeen of whom are at present not accounted for.

IRISH REPUBLICANS. DEPORTED FROM AUSTRALIA.

SYDNEY, June 25th.

The Irish Republicans, O'Kelly and Father O'Flanagan, have been discharged on the seditious charge, but ordered to be deported, meanwhile remaining in custody.

COMMUNISTS CLASH WITH NATIONALISTS.

PARIS, June 25th.

The newspapers publish a message from Eiselen stating that nine persons were killed and 19 injured in a collision between Communists and Nationalists.

AMERICA'S OFFICIAL WORLD FLIGHT.

WASHINGTON, June 25th.

Mr. Weeks has authorised a survey of the round-the-world air route as a preliminary to the official world flight.

RESTRICTED COTTON SPINNING.

LONDON, June 25th.

The Master Cotton Spinners' Federation of Manchester has decided that the spinners of American cotton shall continue to work half-time in July and August, in addition to having ten days' holiday.

SIR AUCKLAND GEDDES.

NEW YORK, June 25th.

Sir Auckland Geddes has left for England.

BRITISH LABOUR.

DEFINITE REPULSE FOR THE COMMUNISTS.

LONDON, June 25th.

The annual Labour Party Conference opened in Queen's Hall, and was attended by a record number of 800 delegates. Mr. Sidney Webb presided. A feature of the discussion which resulted from the rejection of the Communist Party's application for affiliation, which was opposed by the executive and supported by the Barrow branch of the Labour Party, was a speech by Mr. Frank Hodgson, who declared that affiliation would be madness. Russia had nothing to teach the political democracy of West Europe. The power inherent in British political institutions was unlimited. The British Labour Party abhorred any element of dictatorship.

U.S. PROHIBITION.

BEER DUMPED INTO THE SEA.

NEW YORK, June 25th.

After a conference between the Collector of Customs and the Prohibition Director, it has been decided to dump three thousand quarts of beer overboard from the liner *Paris*. The wine and spirits are at present permitted to remain aboard. The German liner *Bremen* arrived bone dry, except for medicinal stores.

BECKETT TO MEET CARPENTIER.

LONDON, June 27th.

Beckett has consented to meet Carpenter on July 26th.

OPEN LAWN TENNIS CHAMPIONSHIP.

LONDON, June 25th.

In the open lawn tennis championship at Wimbledon, in the second round, there was a slight delay owing to rain, but the weather was glorious later. Twelve thousand attended, including many fashionable persons.

It was an American day on the centre court, Vincent Richards first of all defeating the Belgian champion Washer, 6-1, 6-3, 6-2. Johnston then defeated the Britisher, Higgs, 6-4, 6-2, 6-1. Francis Hunter next defeated the Spaniard, Flaquer, 7-5, 6-4, 2-1.

Many international players figured in the forty-four matches decided on the outer courts, the only surprise being the defeat of the Indian, A. A. Fyzee. Two South African, Norton, beat Ritchie, 6-2, 6-4, 6-3. Lyett, Woomnam, and the Frenchmen Lacoste, Brugnon and Borotra recorded victories.

HOME CRICKET.

LONDON, June 25th.

Middlesex beat Gloucester at Lord's by an innings and seventy-six. For Middlesex, Murrell in the first innings knocked out 82, and Durston in the second innings took 8 for 56.

Yorkshire at Leyton beat Essex by seven wickets. For Yorkshire, Rhodes in the second innings took 5 for 8.

Lancashire beat Derbyshire at Derby on the first innings. The Lancastrian Makepeace, in the first innings scored 73.

Surrey at the Oval defeated Cambridge University by an innings and 235. For Surrey, Ducat knocked up 115, Shepherd 97, Jasevick 158, Abel 117, and Hitch in the first innings took 7 for 64. The Cambridge batsman Claude Ashton compiled 62 and 72.

In the Test trial match at Manchester, the North was beaten by the South by thirty-eight runs. For the South, Tate in the first innings took 7 for 51. For the North, Sutcliffe in the first innings compiled 63, and Carr and Holmes in the second innings 77 and 75 respectively.

Oxford University at Brighton defeated Sussex by 234. The Oxonian, Taylor, in the first innings knocked up 115, and Knott in the second innings scored 105, not out.

Kent beat Worcestershire at Dudley by one wicket. For Kent, Hardinge in the second innings compiled 114. For Worcester, Root in the first innings took 7 for 49.

Glamorgan at Cardiff beat Somerset on the first innings. For Glamorgan, in the first innings, Bates and Stiles knocked up 73 and 76 respectively. For Somerset, Johnson in the second innings compiled 102.

Leicestershire at Leicester beat Warwickshire on the first innings. For Leicestershire, in the first innings, Lord and Esaka scored 84 and 88 respectively.

The West Indies at Northampton beat Northamptonshire on the first innings. For the West Indies, in their first innings, Tarillon compiled 83 and Fernandez 83, not out.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

PROTECTION OF FOREIGNERS IN CHINA.

EUROPEAN POWERS APPROVE OF BRITISH SUGGESTIONS.

LONDON, June 25th.

The *Daily Telegraph's* diplomatic correspondent says that several European Powers have already notified London of their approval of the British proposals for the better protection of foreigners in China.

The State Department at Washington, where the matter is still under consideration, may suggest amendments tending to reinforce the British proposals.

It is probable that Tokyo will adopt a similar course of procedure.

FIRE IN PEKING PALACE.

EX-EMPEROR'S APARTMENTS GUTTED.

PEKING, June 27th.

A fire broke out at midnight in the ex-Emperor's private apartments at the Forbidden City. The damage was most serious, the beautiful buildings being completely gutted. Apparently the ex-Emperor was himself the first to discover the flames, but strenuous Chinese and foreign efforts failed to save the ancient structure from destruction. It is believed there were no casualties.

THREE FAMOUS PALACES DESTROYED.

PEKING, June 27th.

The three famous palaces, known as the Chung Cheng Tien, the Chien Fu Kung and the Yen Chun Kung, were among those destroyed by the fire within the Forbidden City. Many priceless works of art were lost, while the portraits of Emperors and other treasures which are irreplaceable were destroyed.

According to the most reliable reports the ex-emperor himself was the first to give the alarm, about midnight.

A FOOLISH DELAY.

Partly through fear of looting and partly because no orders were given by the superior officers at the Palace, the guards refused to allow Chinese or foreign fire brigades to enter. However, after a prolonged consultation, the fire brigades, police and gendarmes were admitted, but by this time several buildings had been gutted. The Italian fire brigade did good work and through its efforts the conflagration was extinguished.

The fire burned practically all night long. Its spread was prevented by cutting down trees and demolishing the smaller buildings. The ex-Emperor watched the fire throughout the night.

The origin of the fire is attributed to defective electric wiring, and altogether one hundred and twenty Chien were destroyed, but there were no casualties.

TWO OTHER FIRES REPORTED.

The Minkuo University, located in the old palace of Prince Chun in the West City, and known as the Yinan Palace, was completely burned last night.

A third fire partially destroyed the large temple outside the Chowyangmen, taking the remains of Duke Hai of the Manchu household and the coffins of other important personages. It is understood that lawsuits will be brought against a priest by relatives of the deceased.

DEATH OF A FORMER HONGKONG JUDGE.

LONDON, June 25th.

The death is announced of Mr. Alfred Gascoyne Wise, formerly Puisne Judge of Hongkong.

JAPANESE ELECTRIC COMPANY'S BONDS.

LONDON, June 25th.

Three million sterling of six per cent. bonds of the Tokyo Electric Light Company are to be issued to-morrow, at 94, repayable by 1948.

This is the first Japanese industrial emission offered to the public of Great Britain. The *Times* points out that the company has never failed to pay a dividend. Its net assets, including the proceeds from the present issue, are £23,583,000, and the profits last year amounted to £2,800,000.

FATHER MALOTTO STILL A PRISONER.

HAIKOW, June 27th.

From foreign private reports it is revealed that Father Malotto is in a pitiable condition. His clothes are in ribbons and he is unshod. It seems that former reports of the likely release of Fr. Malotto are untrue. A letter enclosed new demands from the bandits, including a very big sum of money and enrolment in the Army.

CHINA AND THE SOVIET.

PEKING, June 27th.

It is reported that the Chinese Government has lodged a protest with the Soviet delegation at Peking against the seizure of certain Chinese steamers on the Amur River. A reply has not yet been received.

[BY COURTESY OF "THE DAILY BULLETIN."]

EAST CHINA PEACE CONFERENCE.

SHANGHAI, June 25th.

At a meeting of the Chinese General Chamber of Commerce, during the week-end, Fu Siao-an stated that he had interviewed the Tschuns of Kiangsu and Chekiang and the Military Governor of Shanghai, who had agreed to meet at Shanghai shortly for the purpose of holding a Peace Conference with a view to maintaining tranquillity in East China.

KASHGAR MARCONI WIRELESS STATION.

KASHGAR, June 25th.

The Marconi wireless station is now completed, and is working satisfactorily daily with the Indian stations.

"RAISING THE WIND."

PEKING, June 25th.

Chang Yu-hua informed Kao Ling-wei last evening that he had been unable to raise funds for administrative purposes, and that he wished to retire from the Ministry of Finance.

RUSSIAN REFUGEES.

LANDING AT SHANGHAI DISALLOWED.

SHANGHAI, June 25th.

The *China Press* publishes a report from Chinese official circles stating that 700 Russian refugees are due to arrive from Japan on board the steamer *El Dorado* to-day.

The local authorities have been given definite instructions that they are not to be allowed to land.

CHINESE STUDENTS IN JAPAN.

DEMAND MONEY FROM CHINESE LEGATION AT TOKYO.

PEKING, June 25th.

The Peking Government has received a telegram from Tokyo stating that Chinese students surrounded the Chinese Legation at Tokyo and demanded money. The Legation officials stated that they had no funds.

DALNY AND PORT ARTHUR.

MASS MEETING OF RETURNED STUDENTS AT PEKING.

PEKING, June 25th.

The Chinese students returned from Japan who advocate the restoration of Dalny and Port Arthur are holding a mass meeting at the Law College this afternoon for the purpose of urging their fellow-students to support this propaganda.

A TEMPTATION TO BENCH AND BAR.

THE PRICE OF BEEF.

In a case in the High Court of Justice recently one of the litigants said that at Nile Street (East London) he sold imported frozen meat and some English.

Counsel: What do you sell English ribs of beef for?—I have sold it for 1s. 2d. a lb.

Counsel suggested that English ribs cost 1s. 8d. to 1s. 10d. a lb.

"Ah," remarked Mr. Justice Darling, "but you don't buy your beef at Hoxton." (Laughter.)

"No," replied counsel, "but I might be tempted to take a look-up shop there if it is so profitable as the plaintiff suggests." (Laughter.)

Mr. Justice Darling: Don't let me stop you. (Laughter.)

Mr. Thomas: I might be looking for a partner. (Laughter.)

ROBERT THOM.

WHO HE WAS AND WHAT HE DID.

Somewhat inquired in a London paper a little time ago for information about Robert Thom whose name was associated with British activities in China in the first half of the last century. Mr. Giles and other authorities supplied certain information, but the following letter from a relative appearing in the latest issue of *The Observer* to hand gives many little details which students of the history of British intercourse with China will be interested to read. He writes:—

Sir,—It is indeed surprising there is no account of the career of Robert Thom in the Dictionary of National Biography, but your correspondents have now supplied some details which, to some extent at least, will put Mr. Hart Macao and other readers interested into possession of the leading incidents of his life. My reason for intruding into the correspondence is that I am a son-in-law of Robert Thom's son (who was also a Robert, and who died in London in 1920).

Robert Thom was the fifth son of a family of nine children, the eldest being David, the celebrated Universalist, Liverpool, and who was the author of numerous books on that subject. So far as I am aware, the most complete biography of Robert was written by his brother David, as a sort of introduction to his (David's) book, entitled "Dialogues on Universal Salvation" (second edition), published in 1847. After spending six years in business training in Glasgow and Liverpool, he went, in 1823, to La Guayra, on the Spanish Main, and to Caracas, remaining at these places about three years, and acquiring such a complete knowledge of the Spanish language that he was able to draw up in Spanish the papers in a law suit. His legal and logical acumen is said to have astonished the Venezuelan jurists. Next he went to Mexico for a year, returned home, and in July, 1833, sailed for Bordeaux, thence to China, where, at first, he was engaged in mercantile pursuits. In two years he was able to speak the language with ease and fluency, and in 1837 was able to plead a cause in the Mandarin, or Court, dialect.

His literary work has already been referred to by your correspondent, Mr. Lionel Giles, and to this I will merely add that an interesting notice of "The Lasting Remembrance of Miss Keau Lwan Wang" appeared in Chambers's "Edinburgh Journal" for March, 1847.

The valuable assistance he rendered to the Government is recorded in evidence given before a Committee of the House of Commons in 1841; in the previous year he had entered the service of the Government at the request of Captain Elliot, then British Superintendent of Trade at Canton. In July of that year he nearly lost his life at Amoy while conveying a letter to the Chinese authorities, under the supposed protection of a flag of truce. Honourable mention of his conduct on this occasion was made in the despatches, which appeared in the *London Gazette*, December 15th, 1840. This spring of 1841 saw him active in the Canton River, and his conduct at the siege of Canton, where he officiated as interpreter, in May 1841, was noticed by Sir Hugh (afterwards Lord) Gough's despatch, gazetted in the following October. He accompanied the Commander of the Forces over the battlefields of Amoy and Chinai, took part in active service, and Chinai was the means of saving the lives of 500 Chinese soldiers, a circumstance which, he said, "gave him more pleasure than if he had been appointed Emperor of China." Concerning his civil administration of the city and district of Chinai, which contained about a million inhabitants, Elipco, one of the Chinese Commissioners, said it had gained for him "a great name in China."

His work in connection with the Treaty of 1842 has already been dealt with. He also made a review of the trade of China, published among the Sessional papers of the House of Commons for 1844, which was described as a wonderful monument of knowledge, industry, patient research, ratiocination, and power of condensation.

Considering the number and complexity of his business engagements, it is remarkable how he could find time to cultivate literary tastes, and to obtain the leisure to produce works involving so much reading, industry, investigation, and knowledge of Chinese literature, besides requiring so much manual and mental toil.

Prior to his appointment as Consul at Ningpo, in March, 1844, by Her Majesty, disconsolate through exertions in the service of his country, had made inroads on his constitution, which was never a robust one. Fevers, in June, 1841, after the fatigues and exposure attendant on the siege of Canton, in September, 1842, in the Yangtsekiang, after the conclusion of the Nanking Treaty, and at Hongkong, in the summer of 1843, left behind them effects from which he never recovered. He died at the Consulate on September 14th, aged 39.

May I add that in David Thom's family Bible (which is in my possession) it is recorded that the grandmother of these two brilliant brothers was a Christian Stewart, who was descended from James Stewart, commonly called Major Stewart, whose romantic story is the foundation of Sir Walter Scott's "Legend of Montrose." The grandfather, David Thom, appears to have been (to quote from the family records) "descended from, or in some way connected with, the Robert Thom, one of the martyrs of the persecuting times of James II., shot 1685, who lies buried under the martyr's stone in Cuthbert Churchyard."

Yours faithfully,

WALTER HAYDON.

36 Adolphus-road, Finsbury-Park, N.4.

May 16th, 1922.

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ILFORD'S "DUNMOW FLITCH"

WON BY LABOUR M.P.

Three married couples had the temerity to appear before a jury of six spinners and six bachelors at Ilford on May 21st, and declare that they were perfectly happy—although they had not quarrelled for at least a year and a day. They were competitors for a half side of bacon, a prize which, under the name of the Dunmow Flitch, has been the reward for conjugal perfection at Dunmow for a longer period than can with certainty be reckoned. It is ten years since Ilford decided that the custom was too good to remain the monopoly of Dunmow, and the mock trial to which applicants for the flitch have to submit has now become the principal feature of the Ilford Whit Monday Fete.

The competitors this year were:
Mr. Thomas Edward Groves, Labour M.P. for Stratford, and Mrs. Groves.
Mr. and Mrs. G. G. Kestley, of Swanley, Kent, and
Mr. and Mrs. W. T. Heasman, of Alford, Leicestershire.

The jury decided that the flitch should go to Mr. and Mrs. Groves, and that the other applicants should share between them a second flitch, which was exhibited with the chief prize upon the judge's bench.

The proceedings were invested with rather more than the usual pomp of a court of law, even if its dignity was a trifle lacking. Miss Maggie Buckley and Miss Ellis Potter, attired in caps and gowns of crimson, acted as "junior" to the Rev. Herbert Dunmow, Labour M.P. for Consett, and Mr. C. E. Grigsby, who in the traditional garb of the barrister were counsel respectively for the claimants and the flitch. But the ponderous wit of the scarlet-robed "Mr. Justice Peter Stewart" was occasionally interrupted by stentorian appeals for silence from an usher who wore a "motor-board" and employed a brilliant cue to emphasise his demands.

WHO PROPOSED?

Mr. and Mrs. Heasman were the first to enter the "dock" and the husband, a schoolmaster, informed Mr. Dunmow that he was 60 years old and had been married for two years and two months. He said he met his wife at a nursing home, and although he was "a bit sporty" she would not accept his advances until he said he was a hopeless invalid. Then she said, "However good a lady might be, you would never be able to get done for you what a wife would do." (Laughter.) The result was they were married, and he had never regretted it.

Cross-examined: Before he was married he used to lose money at solo whist and keep his friends in pocket money. Since his marriage he had saved more money than during the previous twenty years.

A MODERN RECHABITE.

Mr. Kestley, a nurseryman, said he had been married thirty-six years. The only club he belonged to was the Independent Order of Rechabites.

Mr. Grigsby: Do you remember the verse in Jeremiah relating to the Rechabites: "You shall drink no wine, sow no seed, build no houses, plant no vineyards, and in all your days ye shall dwell in tents"? You don't drink wine, but as a nurseryman you sow seed?—Yes.

You don't live in a tent?—No.

So practically you are a Rechabite in name only?—I don't admit it.

This claimant produced testimonials from a probation officer, a police pensioner, and a retired warrant officer of the Artillery.

Mr. Grigsby: You have been married thirty-six years without a quarrel?—Yes.

Mr. Grigsby: Well, it's very stupid of both of you.

When Mr. and Mrs. Groves entered the "dock" Mr. Grigsby objected that this was a conspiracy on the part of Mr. Dunmow and the member for Stratford to give the Labour party a cachet of respectability it would not otherwise possess, but the objection was over-ruled.

Mr. Groves said he was 38 years old and was married in 1913.

Cross-examined, Mr. Grigsby put in a newspaper interview in which Mr. Groves said: "As a boy I read 'David Copperfield.' Then I searched until I found the perfect Agnes, and then I married her."

"Counsel" asked: Are you aware that Agnes was David Copperfield's second wife? (Laughter.)

Mr. Groves replied that he did not make this statement literally. Further questioned, he said he never had trouble with his wife over all-night sittings at the House of Commons; he could telephone from the Commons to his own residence.

In their concluding speeches both "counsel" asserted that the serious purpose underlying all the humour of the "trial" was to demonstrate that the basis of national well-being was the purity and truth of family life and the marriage tie. The Rev. H. Dunmow said that although all the world knew that Ilford had produced a Mrs. Thompson the newspaper never emphasised the fact that Ilford also contained thousands of mothers who had never bowed the knee to the Baal of immorality.

Before the flitch was delivered the winners had to kneel upon what are reputed to be the original stones used for this purpose. Dunmow for centuries, and to assure to the ancient declaration that "since the parish clerk said 'Amen' they had not wished themselves unmarried again."

It was announced that Mr. Groves would present the flitch to the West Ham Hospital for Old-Age Pensioners.

VITAMINS IN "OFFAL"

DOCTOR'S ADVICE ON DIET.

At the congress of the Royal Institute of Public Health, at Scarborough, on May 21st, Dr. H. Searfield, of Sheffield, said that not the least interesting thing about the newer knowledge concerning diet was that it largely confirmed the belief of our forefathers who lived in the country and had plenty of dairy products, green vegetables and fruit. He gave the following advice to mothers and housewives:

Teach your children to prefer fruit to sweets, and let them eat their sweets at meal-times.

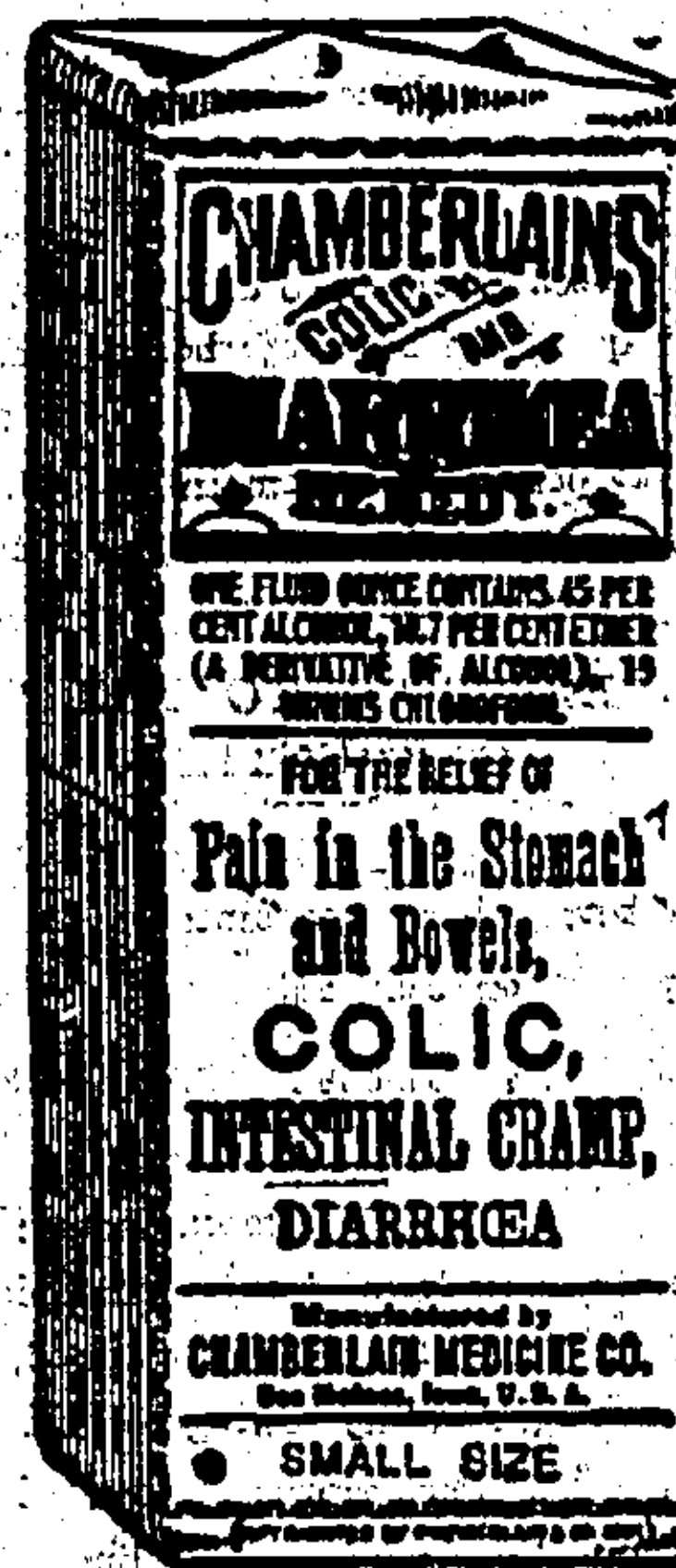
Provide plenty of green vegetables. Raw vegetables, like lettuce and watercress, are best. Steam cabbage for the shortest possible time.

The offal contains more vitamins than the meat, so occasionally give your family liver, kidneys, heart, calf's head and brains, sweetbread, etc., instead of the joint.

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THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

HONGKONG TIDE TABLE

From June 28th to July 4th, 1933.

Days of Week	Days of Month	HIGH WATER			LOW WATER		
		H'g'g Standard Time	Height	H'g'g Standard Time	Height	H'g'g Standard Time	Height
Thurs	28	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		8 32	7 5	2 9	2 8		
Fri	29	10 37	4 4	3 51	0 4		
		9 13	7 6	2 48	2 8		
Sat	3	11 27	4 4	4 34	0 3		
		8 51	7 5	3 28	2 9		
Sun	4	1 15	4 3	4 18	0 3		
		10 16	7 2	3 57	0 6		
Mon	5	1 2	4 2	4 51	0 3		
		11 18	6 5	6 4	0 9		
Tue	6	1 50	4 2	5 36	0 4		
		11 54	6 3	7 28	1 3		
Wed	7	2 41	4 3	6 2	2 6		
		0 38	5 7	8 14	1 7		

NEW DANCES.

INSPIRATION FROM THE PAST.

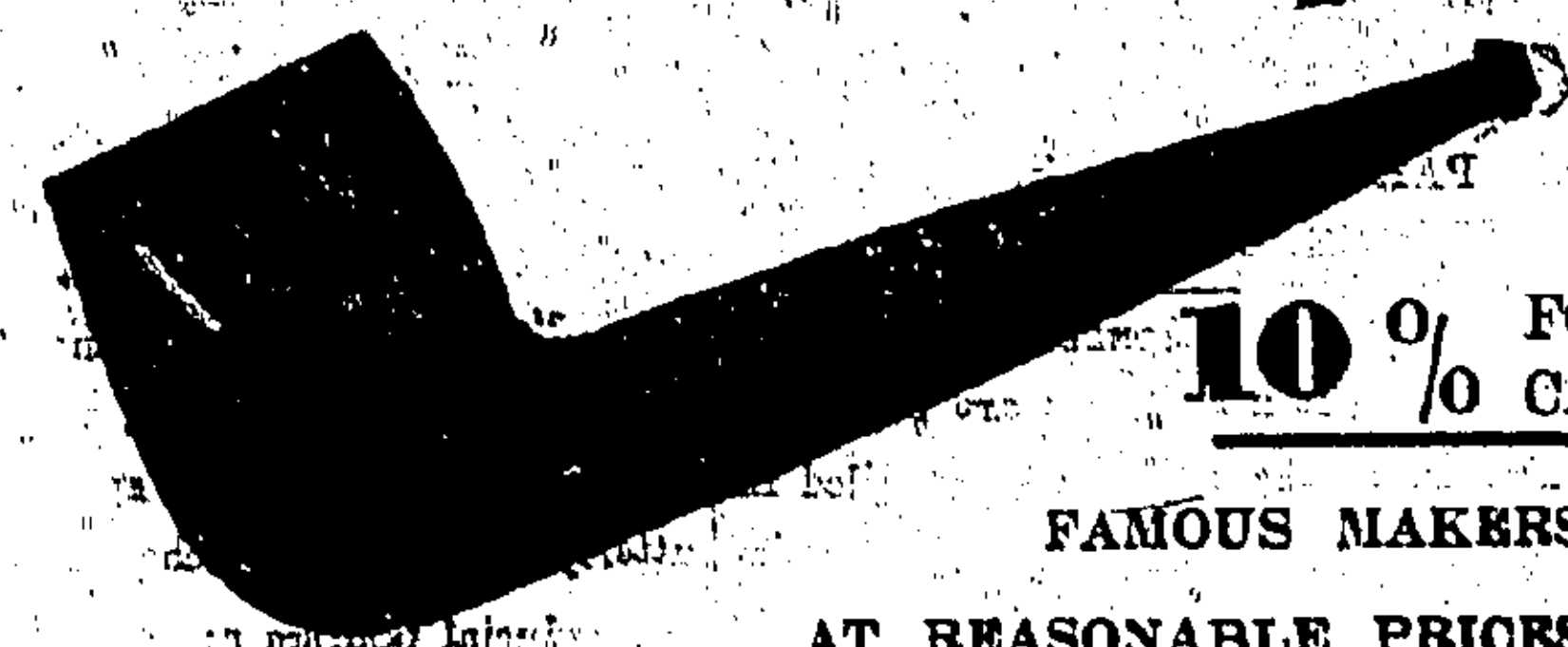
Dances with new figures, but inspired by the classical traditions, were shown at the International Dancing Congress which was held in Paris on May 20th.

The two hundred professors of dancing present had been called together by the Paris Dancing-Master's Academy under the presidency of Mme. Lefort, and representatives from Great Britain, Italy, Switzerland, Belgium, Holland, Greece, Serbia, Rumania, and Egypt were present. Although the general tone of the assembly was against the exaggerated eccentricities of modern developments, several dances of an arresting novelty were shown.

There was a dance called "Scottish Blues," with something of the shimmy in it; a "Samba" (Brazilian), with rapid changes of position and subtle movements of the body; a slow *pas de deux*, in which the woman dancer revolves round her partner. Other new dances, showing derivation from the old pavanes, minuets, gavottes, polonaises, and quadrilles, were evolutionary rather than revolutionary forms. Thus the "Mazourka" in three-quarter time, is a Boston which might be described as a graceful mazurka; the "Francisca" is a lively waltz measure; the "Corymba" is a new *valse lente*, the "Ariette" for which M. Paul Vidal has furnished a delicate musical accompaniment, is a rondo in two-four time, corresponding to the one-step. These dances were presented by Mlle. Henriette Huguier, of the Opera—Times.

Giving judgment for defendant in the action brought by Mrs. Janet Richards claiming damages for an alleged breach of agreement from Captain Auguste Victor de Cordes, Mr. Justice Atkinson, on May 10th, made strong comment on "the dissipated kind of life which many men and women who frequent bridge clubs were apparently leading."

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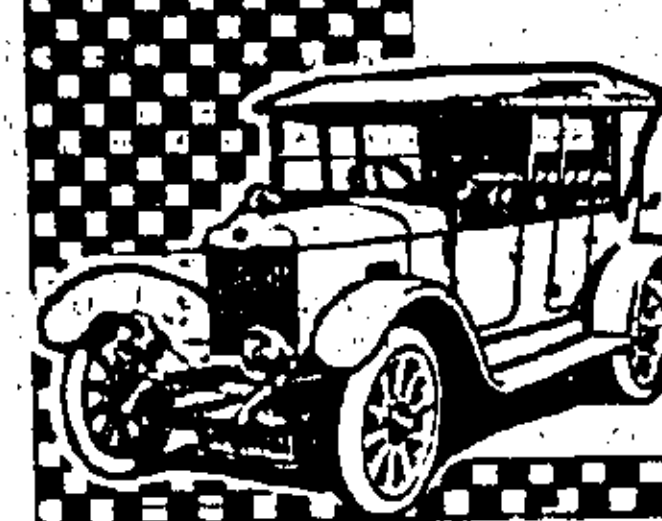
"LOEWE" "DUNHILL" "BARLING"
"PARKER" "BRUMMIT" "WEINGOTT"
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Those painful disfiguring rashes, sores and swellings, brought on by the heat are also readily cured by Zam-Buk. Apply on retiring at night, and the soothing, herbal essences will speedily comfort and purify your skin. Zam-Buk, which contains no trace of animal fat, is equally good for healing sore feet, abscesses, ulcers, etc.

From G.H.Q., Baghdad, Lieut. T. F. Duke writes:

"Sandflies and mosquitoes make life almost unbearable out here, and I got badly bitten on the legs, feet and arms. When the Medical Officer's treatment failed to give relief, I decided to try Zam-Buk.

"Even the first few applications of Zam-Buk, soothed the smarting irritation, subdued all inflammation and enabled me to secure the sleep and rest which I was so badly in need of. When other sufferers were in hospital laid up with fever sores following the bites, my persistence with 'Zam-Buk' resulted in the poisoned skin being thoroughly purified and healed."

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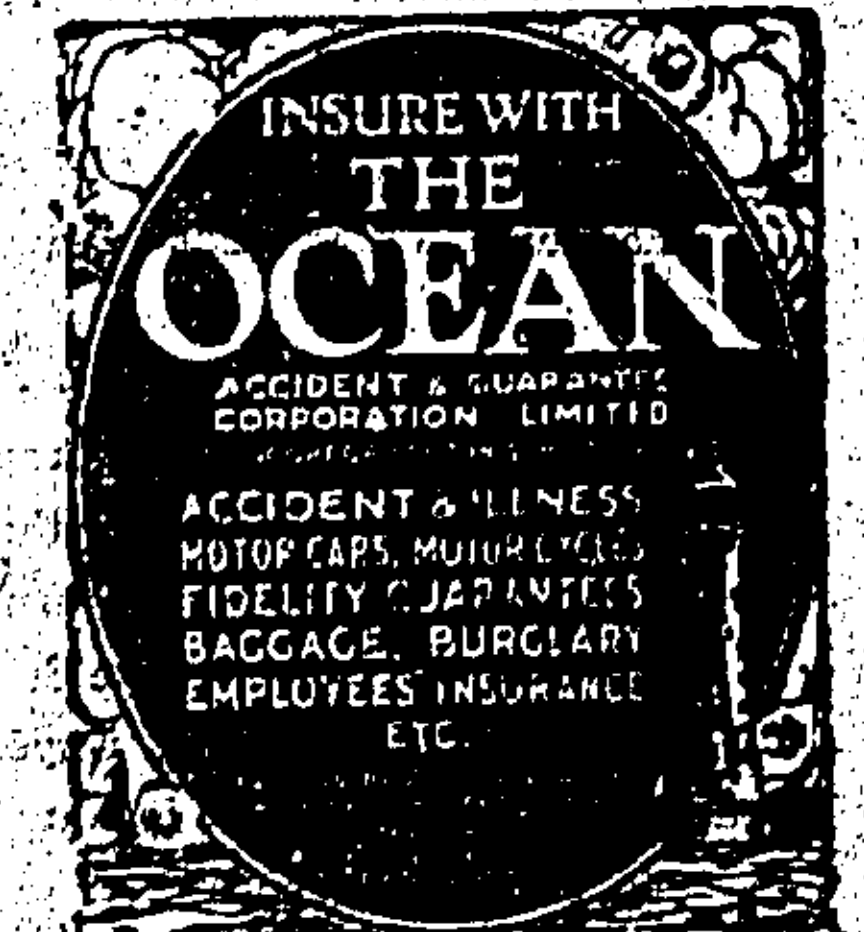
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CORRUPTION IN INDIA HAS THE REFORM SCHEME FAILED?

Meeting of the British Empire Union, presided over by Colonel Sir C. Tate, M.P., discussed on May 18th, at Caxton Hall, the question whether the Indian reform scheme was a success or a failure.

Major Howard Tyns, late secretary of the European Association of India, in dealing with India's service in the war, said there was no question of the great value of what had been done by the ruling native princes, but in Bengal, with a population of 50,000,000, it had proved impossible to raise more than one regiment which was only of sufficient value for use on the lines of communication. The I.C.S., one of the finest services ever created, was now as dead as mutton. Regarding the post office, the most Indianised of the services, an enormous number of the staff had taken place from the letters of the Association with which he had been connected. A committee had reported on the corruption prevailing among officials in the Punjab. The new political structure had not been built upon a democracy, for Indians, while they demanded racial equality, did not recognise equality among themselves. The literary castes looked down upon the fighting castes. Not one of the Indian Ministers had been near a fighting front during the war, and the fighting castes objected to having the class of man foisted upon them. The time for self-government in India should be fixed by the British people, and not by India.

Sir M. O'Dwyer said the administration of India was now predominantly Indian. Instead of establishing democratic institutions this country had established the sway of an oligarchy of the literary and clerical class. Without the support of the British Army that class could not hold their position for a month; they would be driven out by the more virile martial castes, whom they affected to despise. In every province there had been an appalling increase of crime and corruption in the public services.

Lord Delamere, who was present, together with other members of the delegation from Kenya, stated in answer to a question that the agitation among the Indians in the Colony was undoubtedly owing to incitement from India.

Mr. Wood, chairman of the Convention of Associations in Kenya, said the class of Indians there had rendered no fighting services. None of them volunteered for service, and the only casualties suffered by 300 Indians who were embodied, and afterwards disbanded, were five executions for treachery. The Indians had ample lands available for settlement in Kenya, and the white population were determined to oppose their being allowed to take up land in the highlands.

SMOKE SCREENS

PREFERRED TO CHINESE "STINK BOWLS"

The Royal Commission on Awards to Inventors last month had before them the claim of Capt. Hutton Armstrong, of the Deccan Horse.

Mr. Whitehead, counsel for applicant, said that Capt. Armstrong was attached, as interpreter to the Deccan Horse, which went to France with the Indian Expeditionary Force. Soon after he arrived on the Western Front he realized the necessity for the evolution of some method of producing a protective smoke screen, which could be made by infantry themselves, and which would be non-poisonous. He began experimenting in December, 1914, but his efforts to produce dense smoke by burning rags and oil was a failure, although they gave his colleagues in the regiment a good deal of amusement.

After various other attempts, at his direction, Messrs. Pains, the fireworks manufacturers, made a special candle, which was successfully tried at G.H.Q., and used. A tallow candle upon 200,000 smoke candles on the lines suggested by the applicant, were used by the War Office. Capt. Armstrong did not claim that the idea of a smoke screen was new.

Mr. J. Hunter Gray, K.C., for the Crown, indicated that he would prove that smoke screens were known in 1739.

Mr. Justice Sargent: One seems to have read of something of the kind in very much more ancient days. (Laughter.) The applicant said he was now Rouge Dragon at the Herald's College.

Lieut. General Sir Michael Frederick Rimington said that the idea of the smoke candle was investigated by Foch and Sir Henry Wilson in 1915, and was thought to be a good one. The witness said a smoke screen in South Africa, burning the dry grass. He saw no grass between the trenches in 1915. (Laughter.)

Witness added: I was in favour of a Chinese "stink bowl." I put it to my C.R.E. (Commandant, Royal Engineers), but he said we couldn't do it, because the Geneva Convention wouldn't allow it. (Laughter.)

Mr. Justice Sargent: The Geneva Convention hadn't disappeared then?—No, I thought it would be very nice to lob the Chinese bowl into the Germans' trenches to stink them out. (Laughter.)

Colonel Francis Adams, of the Deccan Horse, said that prior to the war he had known smoke-covered attacks used by natives in a small State in India, who used to set fire to the horns of cows and drive the enemy among the cows, but they were tired of that ruse. (Laughter.)

Mr. Justice Sargent intimated that the Commission's decision would be promulgated.

A minister of the Press is no less a servant of the people than a Minister of State.—Lord Burnham.

If this country is to recover from the recent wild orgy we shall all have to do more work than we fancy we are paid for doing.—Dean Inge.

SIXTEEN NEW STEAMERS. 21,000 TON LINERS FOR P. & O. COMPANY.

TRADE WITH EAST.

No fewer than sixteen new steamers are being constructed to meet the needs of the P. & O. Company and the British India Company.

This is in striking contrast to the position of only a year or so ago, when it seemed almost as if shipbuilders would go out of business through the excess of tonnage.

The new tonnage projected by the P. & O. amounts to nearly a hundred thousand tons gross, and of the British India Company to practically 65,000 tons.

Nearly completed for the P. & O. are the *Malala* and the *Moolan* (21,000 tons each), and of the additions three of 13,200 tons are to be built, two by Harland and Wolff at Greenock, to combine the excellence of the *Kaiser-i-Hind* with some features of the *Naldora* and *Narkunda*, and one by Hawthorn, Leslie & Co. at Newcastle.

A fourth vessel of 10,000 tons will also be built at the Greenock yard.

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The new ships are to have reciprocating engines, which will be fitted to burn oil fuel.

Of the ten vessels in course of construction or projected for the British India Company five will be of the "T" class, intended for the Calcutta-Japan service. Three of these will be oil-driven and two to burn coal.

Two of the other vessels are to be single motor-driven cargo ships of 2,300 tons gross.

The other three are the *Khandalla* (7,300 tons), for the company's Bombay-East Africa line, the twin-screw motor cargo ship *Dalgoma* (8,000 tons), and the single screw turbine steamer *Naranga*. The two last named are for the Indian coast service.

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MANILA	"TAISANG"	Friday	29th June, Noon.
"HINSHANG"	"HINSHANG"	Saturday	30th June, 3 p.m.
"HINSHANG"	"HINSHANG"	Saturday	30th June, Noon.
"HINSHANG"	"HINSHANG"	Sunday	1st July, Noon.
"HINSHANG"	"HINSHANG"	Tuesday	3rd July, Noon.
"HINSHANG"	"HINSHANG"	Tuesday	3rd July, Noon.
"HINSHANG"	"HINSHANG"	Thursday	5th July, Noon.
"HINSHANG"	"HINSHANG"	Friday	6th July, 9 a.m.
"HINSHANG"	"HINSHANG"	Friday	6th July, Noon.
"HINSHANG"	"HINSHANG"	Saturday	7th July, 3 p.m.
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BOHEO LINE—A weekly service is maintained with Boho by vessels with good passenger accommodation, sailings from both ports every Friday. Calling at Hongkong when indicated on the schedule.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihsien and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow. By the steamers *Shih* with 10-12-14-16-18-20-22-24-26-28-30-32-34-36-38-40-42-44-46-48-50-52-54-56-58-60-62-64-66-68-70-72-74-76-78-80-82-84-86-88-90-92-94-96-98-100-102-104-106-108-110-112-114-116-118-120-122-124-126-128-130-132-134-136-138-140-142-144-146-148-150-152-154-156-158-160-162-164-166-168-170-172-174-176-178-180-182-184-186-188-190-192-194-196-198-200-202-204-206-208-210-212-214-216-218-220-222-224-226-228-230-232-234-236-238-240-242-244-246-248-250-252-254-256-258-260-262-264-266-268-270-272-274-276-278-280-282-284-286-288-290-292-294-296-298-300-302-304-306-308-310-312-314-316-318-320-322-324-326-328-330-332-334-336-338-340-342-344-346-348-350-352-354-356-358-360-362-364-366-368-370-372-374-376-378-380-382-384-386-388-390-392-394-396-398-400-402-404-406-408-410-412-414-416-418-420-422-424-426-428-430-432-434-436-438-440-442-444-446-448-450-452-454-456-458-460-462-464-466-468-470-472-474-476-478-480-482-484-486-488-490-492-494-496-498-500-502-504-506-508-510-512-514-516-518-520-522-524-526-528-530-532-534-536-538-540-542-544-546-548-550-552-554-556-558-560-562-564-566-568-570-572-574-576-578-580-582-584-586-588-590-592-594-596-598-600-602-604-606-608-610-612-614-616-618-620-622-624-626-628-630-632-634-636-638-640-642-644-646-648-650-652-654-656-658-660-662-664-666-668-670-672-674-676-678-680-682-684-686-688-690-692-694-696-698-700-702-704-706-708-710-712-714-716-718-720-722-724-726-728-730-732-734-736-738-740-742-744-746-748-750-752-754-756-758-760-762-764-766-768-770-772-774-776-778-780-782-784-786-788-790-792-794-796-798-800-802-804-806-808-810-812-814-816-818-820-822-824-826-828-830-832-834-836-838-840-842-844-846-848-850-852-854-856-858-860-862-864-866-868-870-872-874-876-878-880-882-884-886-888-890-892-894-896-898-900-902-904-906-908-910-912-914-916-918-920-922-924-926-928-930-932-934-936-938-940-942-944-946-948-950-952-954-956-958-960-962-964-966-968-970-972-974-976-978-980-982-984-986-988-990-992-994-996-998-1000-1002-1004-1006-1008-1010-1012-1014-1016-1018-1020-1022-1024-1026-1028-1030-1032-1034-1036-1038-1040-1042-1044-1046-1048-1050-1052-1054-1056-1058-1060-1062-1064-1066-1068-1070-1072-1074-1076-1078-1080-1082-1084-1086-1088-1090-1092-1094-1096-1098-1100-1102-1104-1106-1108-1110-1112-1114-1116-1118-1120-1122-1124-1126-1128-1130-1132-1134-1136-1138-1140-1142-1144-1146-1148-1150-1152-1154-1156-1158-1160-1162-1164-1166-1168-1170-1172-1174-1176-1178-1180-1182-1184-1186-1188-1190-1192-1194-1196-1198-1200-1202-1204-1206-1208-1210-1212-1214-1216-1218-1220-1222-1224-1226-1228-1230-1232-1234-1236-1238-1240-1242-1244-1246-1248-1250-1252-1254-1256-1258-1260-1262-1264-1266-1268-1270-1272-1274-1276-1278-1280-1282-1284-1286-1288-1290-1292-1294-1296-1298-1300-1302-1304-1306-1308-1310-1312-1314-1316-1318-1320-1322-1324-1326-1328-1330-1332-1334-1336-1338-1340-1342-1344-1346-1348-1350-1352-1354-1356-1358-1360-1362-1364-1366-1368-1370-1372-1374-1376-1378-1380-1382-1384-1386-1388-1390-1392-1394-1396-1398-1400-1402-1404-1406-1408-1410-1412-1414-1416-1418-1420-1422-1424-1426-1428-1430-1432-1434-1436-1438-1440-1442-1444-1446-1448-1450-1452-1454-1456-1458-1460-1462-1464-1466-1468-1470-1472-1474-1476-1478-1480-1482-1484-1486-1488-1490-1492-1494-1496-1498-1500-1502-1504-1506-1508-1510-1512-1514-1516-1518-1520-1522-1524-1526-1528-1530-1532-1534-1536-1538-1540-1542-1544-1546-1548-1550-1552-1554-1556-1558-1560-1562-1564-1566-1568-1570-1572-1574-1576-1578-1580-1582-1584-1586-1588-1590-1592-1594-1596-1598-1600-1602-1604-1606-1608-1610-1612-1614-1616-1618-1620-1622-1624-1626-1628-1630-1632-1634-1636-1638-1640-1642-1644-1646-1648-1650-1652-1654-1656-1658-1660-1662-1664-1666-1668-1670-1672-1674-1676-1678-1680-1682-1684-1686-1688-1690-1692-1694-1696-1698-1700-1702-1704-1706-1708-1710-1712-1714-1716-1718-1720-1722-1724-1726-1728-1730-1732-1734-1736-1738-1740-1742-1744-1746-1748-1750-1752-1754-1756-1758-1760-1762-1764-1766-1768-1770-1772-1774-1776-1778-1780-1782-1784-1786-1788-1790-1792-1794-1796-1798-1800-1802-1804-1806-1808-1810-1812-1814-1816-1818-1820-1822-1824-1826-1828-1830-1832-1834-1836-1838-1840-1842-1844-1846-1848-1850-1852-1854-1856-1858-1860-1862-1864-1866-1868-1870-1872-1874-1876-1878-1880-1882-1884-1886-1888-1890-1892-1894-1896-1898-1900-1902-1904-1906-1908-1910-1912-1914-1916-1918-1920-1922-1924-1926-1928-1930-1932-1934-1936-1938-1940-1942-1944-1946-1948-1950-1952-1954-1956-1958-1960-1962-1964-1966-1968-1970-1972-1974-1976-1978-1980-1982-1984-1986-1988-1990-1992-1994-1996-1998-2000-2002-2004-2006-2008-2010-2012-2014-2016-2018-2020-2022-2024-2026-2028-2030-2032-2034-2036-2038-2040-2042-2044-2046-2048-2050-2052-2054-2056-2058-2060-2062-2064-2066-2068-2070-2072-2074-2076-2078-2080-2082-2084-2086-2088-2090-2092-2094-2096-2098-2100-2102-2104-2106-2108-2110-2112-2114-2116-2118-2120-2122-2124-2126-2128-2130-2132-2134-2136-2138-2140-2142-2144-2146-2148-2150-2152-2154-2156-2158-

"ELLERMAN LINE"

(ALLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"CITY OF BOSTON" ... 2nd July ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

"CITY OF CORINTH" ... 30th June ... Marseilles, London, A.werp & Hamburg.
"CITY OF MANCHESTER" ... 17th July ... do.

PASSAGE RATES TO LONDON.

"A" Class Steamers	...	1st Class 292—2nd Class 262.
"B" Class Steamers	...	1st Class 284—2nd Class 258.
"C" Class Steamers	...	1st Class 258.

N.B.—"C" Class Steamers complete those of the Cargo type which have accommodation for a few passengers, but do not carry Doctor or Steward.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 7601)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"DIOMED"	...	via Suez Canal	...	5th July.
"TELEMACHUS"	...	via Suez Canal	...	15th July.
"LANGTON HALL"	...	via Suez Canal	...	25th July.
"CITY OF MADRAS"	...	via Suez Canal	...	5th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.**M. MESSAGERIES MARITIMES M.**

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	For Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
CHILI	...	...	6th July
PORTO	...	...	23rd July
ANGOR	...	...	6th Aug.
GRANBORD	...	...	20th Aug.
PAUL LECAT	...	...	3rd Sept.
ANDRE LEBON	...	...	17th Sept.

RATES OF PASSAGE MONEY TO MARSEILLES.

A CLASS (1st Class) ... 95.00.00.	B CLASS (1st Class) ... 88.00.00.
STEAMERS (2nd) ... 68.00.00.	STEAMERS (2nd) ... 61.00.00.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Train at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS).

"C. MAGES" loading for HAVRE, ANTWERP & DUNKIRK, about 28th June.
"LE DE MISSISSY" loading for HAVRE, ANTWERP & DUNKIRK, about mid. July.

MESSAGERIES MARITIMES CO.,

1st Floor, Queen's Building, Phone Central No. 3008.
J. P. BRADFORD, Res. Agent.

CONSIGNATION—TRANSPORT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, saloons and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAIHONG	...	Capt. W. C. Pearson	Friday, 25th June, at 1 p.m.
HAICHING	...	Capt. J. S. Thomson	Friday, 6th July, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.**THE MITSUBISHI SHOJI KAISHA**

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO

No. 14, PEDDER ST., HONGKONG

P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, MEDITERRANEAN, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonn.	From Hongkong (about)	Destination
"SICILIA"	6,813	30th June, Noon	Spain, Penang, Colombo & Bombay
"MALWA"	10,241	11th July	Spain, Penang, Colombo & Bombay
"NAGPORE"	5,283	14th July	Spain, Penang, Colombo & Bombay
"KIDDERPORE"	4,334	19th July	Spain, Penang, Colombo & Bombay
"DEVANHA"	6,091	25th July	Spain, Penang, Colombo & Bombay
"SOUTAN"	6,686	4th Aug.	Spain, Penang, Colombo & Bombay
"KHIVA"	9,017	8th Aug.	Spain, Penang, Colombo & Bombay
"KASHMIR"	8,841	22nd Aug.	Spain, Penang, Colombo & Bombay
"SICILIA"	6,813	26th Aug.	Spain, Penang, Colombo & Bombay
"MACEDONIA"	10,513	7th Sept.	Spain, Penang, Colombo & Bombay
"DONGOLA"	9,086	21st Sept.	Spain, Penang, Colombo & Bombay
"MANTUA"	10,902	5th Oct.	Spain, Penang, Colombo & Bombay
"KARMALA"	9,698	19th Oct.	Spain, Penang, Colombo & Bombay

BRITISH INDIA - APCAR. SAILINGS

"TAKADA"	6,945	1st July	Singapore, Penang & Calcutta.
"TANDA"	6,956	10th July	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	7th July	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, etc. (San Francisco, etc.)
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"TORILLA"	5,205	30th June	Moji & Kobe.
"KHIVA"	9,007	2nd July, D.L.	Shanghai, Moji, Kobe & Yokohama
"ST. ALBANS"	4,500	16th July	Moji, Kobe & Yokohama
"KASHMIR"	8,960	14th July	Shanghai, Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must deliver their own Hotel expenses at Singapore while waiting on the carrying steamer.

First Saloon Passengers may travel by P.O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets to Singapore or Calcutta.

All cabins are fitted with Electric Fans free of charge.

Parcels, Messengers not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and
NEW YORK

S.S. "GAELIC PRINCE"	...	on or about 28th June.
S.S. "GOTHIC PRINCE"	...	on or about 23rd July.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)
14, George's Building
Telephone: Central 3165
Telegrams (Furness) [21]**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"ALBA MARU" ... Saturday, 14th July ... Singapore, Colombo, Suez and Port Said—Passenger Service.

"RIO DE JANEIRO, SANTOS, & BUENOS AIRES"—via Saigon ... Monday, 8th July ... Singapore, Colombo, Suez and Port Said—Passenger Service.

"SEATTLE MARU" ... Monday, 8th July ... Singapore, Colombo, Suez and Port Said—Passenger Service.

"BURMA MARU" ... Friday, 6th July ... Singapore, Colombo, Suez and Port Said—Passenger Service.

"BORNEO MARU" ... Sunday, 8th July ... Singapore, Colombo, Suez and Port Said—Passenger Service.

"SAIGON, BANGKOK, SINGAPORE & DELI"—Regular monthly Passenger Service.

"BUSHO MARU" ... Monday, 2nd July ... Singapore, Colombo, Suez and Port Said—Passenger Service.

"CALCUTTA"—Monthly Service via Singapore and Rangoon.

"MALAY MARU" ... Saturday, 7th July ... Singapore, Colombo, Suez and Port Said—Passenger Service.

"VICTORIA, SEATTLE, TACOMA & VANCOUVER"—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"ARIZONA MARU" ... Saturday, 14th July ... Singapore, Colombo, Suez and Port Said—Passenger Service.

"NEW YORK via PANAMA"—Regular monthly service via Japan Ports, San Francisco—Panama and Colon Ports.

"HAMBURG MARU" ... Saturday, 7th July ... Singapore, Colombo, Suez and Port Said—Passenger Service.

"JAPAN PORTS"—Shanghai, Dairen, Kobe & Yokohama ... Tuesday, 17th July ... Singapore, Colombo, Suez and Port Said—Passenger Service.

"KEELUNG, SWATOW & AMOY"—These Steamers have excellent accommodation for 1st and 2nd class passengers.

"AMAKUSA MARU" ... Sunday, 1st July ... Singapore, Colombo, Suez and Port Said—Passenger Service.

"TAKAO via SWATOW & AMOY" ... Thursday, 5th July ... Singapore, Colombo, Suez and Port Said—Passenger Service.

"KISHU MARU" ... Monday, 16th July ... Singapore, Colombo, Suez and Port Said—Passenger Service.

For sailing dates and further particulars please apply to K. SHIMA, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Port.	Steamer.	Date of Departure.
SWATOW, AMOY & SHANGHAI	"CHENKANG"	On 28th June, D.L.
HOIHOW & SINGAPORE	"CHINHUA"	On 28th June 11 a.m.
HOIHOW & BANGKOK	"LINAN"	On 28th June 11 a.m.
SWATOW & SHANGHAI	"SUIMANG"	On 28th June 11 a.m.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 1st July, D.L.
BANGKOK	"CHENAN"	On 1st July, D.L.
SWATOW, SHANGHAI & FUKOW	"KANCHOW"	On 1st July, Noon.
SWATOW & SINGAPORE	"KWEIFANG"	On 1st July, 4 p.m.
SWATOW & AMOY	"KAYING"	On 2nd July, 4 p.m.
CHEFOO & NEWCHWANG	"PAOTING"	On 3rd July, D.L.
AMOY & SHANGHAI	"HANYANG"	On 3rd July, D.L.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Fookow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wooking.

HONGKONG LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Suez, maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents.

CARGO & PASSENGER CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents.

AUSTRALIAN ORIENTAL LINE

(HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS)

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Amoy, etc.
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This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For Freight and passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents. Telephone Central No. 38.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

S.S. "Cadaretta"	...	Due Hongkong in port.
U.S.S.B. "West Ivan"	...	Leave Hongkong 30th June.
	...	Due Hongkong 16th July.
	...	Leave Hongkong 18th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S.B. "West Sequana"	...	Due Hongkong 2nd July.
	...	Leave Hongkong 5th July.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Prospect"	...	Due Hongkong 15th July.
	...	Leave Hongkong 16th July.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information Apply to—

STRUTHERS AND BARRY.

L. EVERETT, General Agent for 1st Floor, Queen's Building, Phone Central No. 3008.
JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA. U. P. BRADFORD, Res. Agent.

DODWELL & CO., LIMITEDREGULAR SAILINGS TO NEW YORK & BOSTON
For NEW YORK & BOSTON via SUEZ

S.S. "WRAY CASTLE"	...	sailing on or about 10th July.
S.S. "EGHMOUNT CASTLE"	...	sailing on or about 7th August.
S.S. "BOWLES CASTLE"	...	sailing on or about 7th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
PIUMME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66

FOR BRINDISI, VENICE & TRIESTE

S.S. "FIUME"	...	sailing on or about 3rd July.
S.S. "DUCHESSA D'AOSTA"	...	sailing beginning of August.
S.S. "TRIESTE"	...	sailing on or about end of Aug.
S.S. "ROSANDRA"	...	sailing on or about end of Sept.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "DUCHESSA D'AOSTA"	...	sailing on or about 5th July.
S.S. "TRIESTE"	...	sailing on or about 2nd August.
S.S. "ROSANDRA"	...	sailing on or about 2nd Sept.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.
S.S. "UMZUMBI" ... sailing on or about 28th July.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

